

THE GENERAL ELECTION.

The General Election has resulted in a complete triumph for the allied Conservative and Liberal Unionist parties. Reuter's latest telegram leaves five seats still unaccounted for, but for practical purposes we may look upon the election as complete. The total number of seats in the House is 670. The Conservative party alone numbers 340, which will give them a majority of ten over all the other parties combined, and their allies the Liberal Unionists number 70, making the total strength of the Unionist party 410, giving them a majority of 150 over the Liberal and Irish parties combined, even if the five seats unaccounted for should go to the latter. Starting with such a majority and with the good understanding that exists between the two sections of the Unionist party the coalition Government ought to remain firmly seated for the full term of seven years, during which period the country may expect to enjoy the advantage of peace from political turmoil, and for the first time for a very long series of parliaments the balance of parties will not be at the mercy of the Irish vote. The immense majority in favour of the Conservatives and Liberal Unionists not only rings the death knell of home rule, but indicates that the country has had a surfeit of fads and revolutionary proposals. Even the working classes seem to have turned from the nostrums that have been held out to them and to have expressed by their votes a desire for government by common sense. At the general election of 1892 four labour members were returned and afterwards great activity was displayed in the organisation of the Independent Labour Party. In the report last September of the National Administrative Council of the Party a list of fifteen constituencies was given for which candidates had been selected and approved. Of these only two have been returned, a fact which very clearly indicates the strength of the anti-socialistic and anti-revolutionary feeling which has swept the country. The Conservative Party as at present constituted is not less mindful of the true interests of the working classes than its opponents, but its conception of how those interests should be promoted and safeguarded does not include the dangling of an impossible Utopia before the working man's eyes.

With the return of Lord SALISBURY to power it seems to be taken for granted that a stronger foreign policy will be adopted by England. There is much need of it. As between Lord SALISBURY's and Lord ROSEBURY's personal opinions regarding foreign relations there is perhaps not much to choose, but the former will have the advantage of being supported by a strong and united party, whereas Lord ROSEBURY's following has been weak and divided. It is to be hoped the new Premier will take full advantage of his favourable position and make England's name abroad respected as it used to be. But it must be confessed that when Lord SALISBURY was in power before England's foreign policy, in so far as China in particular was concerned, was no more satisfactory than it has been since. The same may be said with regard to Siam, and it was also Lord SALISBURY that abandoned Madagascar to France. The position of the Conservative party then, however, was not what it is now, and in view of the state of home politics at that time there may have been some excuse for not inviting a challenge in Parliament on the Government's foreign policy.

The return of the Conservatives to power will no doubt also raise high hopes in the breasts of the bimetallicists. Mr.

BALFOUR, the leader of the House of Commons, is a declared bimetallicist, and no doubt an opportunity will be taken soon after the meeting of the new Parliament to again raise a debate on the question of the standards. Although it will necessarily be treated as a non-party question, Mr. BALFOUR's opinions will naturally be regarded as of great weight by many of the Government's adherents who do not understand the question sufficiently to form opinions of their own upon it. The Bimetallic League, however, has taken measures during the election to turn the attention of candidates to this important subject and many of them will no doubt have been questioned at their election meetings as to their monetary faith. The prospects of silver therefore appear more favourable than at any previous period in the history of the question in England, but there is grave danger that the cause of true bimetallicism may be ruined by the mistaken advocacy of currency inflationists.

THOMAS HUXLEY.

By the death of THOMAS HUXLEY, which took place on the 30th ult., English thought and letters are poorer than they were. Born at Ealing in 1825 HUXLEY was educated as a doctor and actually served at sea for some time as a naval surgeon. The charms of pure science soon drew him, as they drew HELMHOLTZ, away from medicine, but not before his fine researches on the Oceanic Hydrozoa and his brilliant monographs on other comparative anatomy subjects had received due recognition by his election to the Royal Society at the early age of six and twenty. In the following year (1852) the Society bestowed its gold medal on the young Fellow, and from that date the life history of HUXLEY has been the history of English science. Primarily a comparative anatomist he yet made brilliant excursions into many fields of science and in nearly every case brought off the *spolia opima*. Not only in geology but in general biology, physiology, embryology, and morphology, he did rare original work, to say nothing of writing text books which on their literary merits alone may be almost reckoned English classics. Although the recognized head and front of British science for more than a generation, and although he has done as much original research as almost any man of his time, it is chiefly as a man of letters that HUXLEY will live. Pen and ink will give him his stature in the eyes of posterity. A would-be essayist by battenning on to HUXLEY's Collected Essays (republished just before his death, in ten volumes) might live like a gentleman for years; he might quarry a folio and hardly be found out, so great is the mass of original thought and wit therein. His prose is masterly in an age of great prose masters. TENNYSON once complained to GEORGE ELIOT that it was difficult to distinguish oneself in these days when every body wrote so well; and truly it was no small matter to have had to compete with such contemporaries as RUSKIN, MACAULAY, NEWMAN, BUCKLE, FROUDE, THACKERAY, MAINE, PATER, and STEVENSON. To us the leading feature of HUXLEY's literary expression is virility; this was probably the outcome of the literature to which his best efforts were largely restricted, viz., controversy. He was ever in the very front of battle, fighting duels with the stoutest foes he could find. He came to the combat fully armed, ready to smite hip and thigh and to be smitten. He tells us that he was naturally combative and was constantly sharpening his beak and claws in readiness. When he had to bite into brass, he wrote with strong *aqua fortis*. All this

tended to virility; but he exhibits more than mere strength: common sense in his works seems sublimed into something like inspiration; he is unsurpassed in happiness of illustration and in humorous simile; he is a past-master of satire, that most dangerous and turgid of all literary tools. Satire is as a rule sterile of goodly issue. As GEORGE MEREDITH says, "it is not a fruit-bearing rod, though it occasionally scoffs up a few sham serpents." HUXLEY, however, uses it with the finest art; dissociating it from invective, he feathers its shafts with accurate knowledge both of the men and opinions he aims at. His readiness and quickness were amazing, his courage equal to both. The Homeric battle at Oxford in 1860 was a case in point. The British Association met there that year, when the intellect of England was in a state of profound agitation over the recently published "Origin of Species." The Oxford of that day was redolent of the high church orthodoxy which favoured authority, scientific stagnation, and good port wine. There was a fierce flutter in the dove-cotes of the Dons: the evolutionists were scouted and flouted by scholarly quidnuncs, and were hooted all the way from Dan to Beersheba. HUXLEY at first declined combat on the ground that a general "audience in which sentiment would unduly interfere with intellect was not the public before which such a discussion could be carried on." This refusal, which was really due to consideration for the susceptibilities of the Dons and the religious emotional feelings of the ladies, was misunderstood, the anti-evolutionists debited to cowardice what was due to courtesy, and

At King Edward's signal soon
Dashed from the ranks.

Sir RICHARD OWEN. This great scientist was the most eminent palaeontologist and comparative anatomist in England, and the most determined opponent of the new views. Approaching, as he said, the question in the spirit of a philosopher, he stated that there were facts which could guide men to right conclusions, "that the brain of the gorilla presented more difference as compared with the brain of man, than it did when compared with the brain of the lowest of the quadrumana." This weighty *ex cathedra* judgement was too much for HUXLEY. Springing to his feet he faced the autocrat of the anatomic world and gave the assertion "a direct and unqualified contradiction," promising to make good his position and "to justify this unusual procedure elsewhere." He abundantly did so later on in "Man's Place in Nature."

At the same meeting he had his famous passage of arms with the Bishop of Oxford, the well known Saponaceous Samuel. This adroit and versatile prelate, utterly uninformed in science but splendidly endowed with all the arts of the rhetorician, assailed DARWIN's book and DARWIN himself with inimitable wit, sarcasm, and ignorance. Whirled along by the wild applause of sympathizers in the audience he became grossly personal, and turning to Mr. HUXLEY asked whether he was related to an ape on his grandfather's or his grandmother's side. HUXLEY gravely refuted the Bishop's argument and exposed his ignorance, then with splendid scorn crushed him with the following philippic:—"I asserted and I repeat that a man has no reason to be ashamed of having an ape for his grandfather. If there were an ancestor whom I should feel shame in recalling, it would be a man, a man of restless and versatile intellect who, not content with an equivocal success in his own sphere of activity, plunges into scientific questions with which he has no real acquaintance only to obscure them by an

"aimless rhetoric, and to distract the attention of his hearers from the real point at issue by eloquent digressions and skilled appeals to religious prejudice." Truly THOMAS kept his claws and his beak in readiness.

HUXLEY constantly opposed the wishes of his friends to bend his literary ability to the writing of some great masterpiece. He was content with the minor rôle of being the expositor and popularizer of science and scientific education and especially of being the skirmisher in the battle over evolution. He was the untiring opponent "of that ecclesiastical spirit of clericalism which in England as everywhere else is the deadly enemy of science." His attitude to clericalism was unfortunately confounded with his attitude to Christianity. HUXLEY was a devoted student of the Bible and had a deep reverence for the noble ethics both of the old and new testaments. He was less appreciative of the Pauline theology and spirit. He knew that the new truths of science have ever been opposed by theologians, that when in power the latter have tried to suppress known facts, to persecute their searchers, and to deny them when ascertained. Culling new truth unbelief they banned it as sin and racked the discoverers as sinners; they elevated credulity into virtue, degraded scepticism into vice, and then as the custodian of public morals acted accordingly. The scientists on the other hand deemed credulity an intellectual vice, and held scepticism to be a scientific virtue. Maintaining that the search and discovery of truth cannot but be pleasing to the God of truth they denied that an idea could be true in theology and false in philosophy or *vice versa*. Herein lay HUXLEY's chief difference with clericalism and the feeble kneed. He fought an incessant battle with those when he called "the Bashi Bazouks of ignorance, and the Cossacks of sectarianism," and unfortunately he most often found these among the clergy.

He took an active and beneficent part in all sorts of social work. His poverty in creed never impaired his riches in good works; like so many others in these times, the fact that he refused assent to the thaumaturgy and dogma of the Church did not hinder him in a practical following of the Great Exemplar. As a member of the first London School Board, and of countless Royal and Parliamentary Committees which concerned social and scientific welfare, he did splendid work. The present condition of the British salmon fishery is largely due to his scientific prescience and robust common sense. In Mr. WALLACE, Lord KELVIN, and HERBERT SPENCER, HUXLEY has left more than his compeers in intellectual force; but it is doubtful if in a whole generation fruitful in able men there was one with so unique an endowment as his own. Most certainly there was not one who put out his talents to better purpose; and few who deserved so well of their fellow men.

THE PROGRESS OF SHANGHAI AND HONGKONG.

The recent census taken at Shanghai shows that the Model Settlement is progressing more rapidly than Hongkong. Its growth is, indeed, almost as phenomenal as that of some of the mushroom cities of America. The figures, for the native population, for the last six quinquennial periods are as follow:—1870, 75,047; 1876, 95,662; 1880, 107,812; 1885, 125,665; 1890, 168,129; 1895, 240,995. These figures are exclusive of the population of the French Concession, who number 55,188, which brings the total population up to over 300,000. The total

population of Hongkong in 1871 was 124,198, in 1876 139,144, in 1881 160,402, in 1891 221,441, and it is at present estimated at close on 250,000. While the population of Shanghai has more than trebled itself during the last twenty-five years that of Hongkong has barely doubled itself. But the most extraordinary increase in the case of Shanghai is that which has occurred during the last five years, amounting as it does to no less than 43 per cent. This rapid growth is due principally to the development of manufacturing industries, and is suggestive of what may be expected in the future, now that the difficulties with respect to the importation of foreign machinery have been removed and authorisation secured for the unrestricted establishment of foreign enterprises. The probability of Shanghai becoming a second Manchester has often been spoken of, and in point of population the Settlement already begins to run Cottonopolis rather closely. And while Shanghai is thus forging ahead Hongkong lags in the rear with no immediate prospect of any such improvement as its northern neighbour is enjoying. As the emporium for Southern China the position of this colony is assured and a steady though not phenomenal increase of its population may be looked for as a consequence of the growth of its commerce. But why should it not rival Shanghai as an industrial centre? Shanghai certainly has an advantage in being in close communication with the cotton growing districts, and as the commercial metropolis of Central and Northern China it is perhaps natural that the textile industry should first take root there. Hongkong, however, also has advantages of situation, and has a market close to its doors, yet the establishment of cotton manufactures is now hardly spoken of. Perhaps the deficiencies of internal communication may have something to do with the matter. The city has been spoken of as answering to the mathematical definition of a straight line, namely, length without breadth. That is not a favourable configuration for a manufacturing town, but the disadvantage might be overcome to a great extent by the laying of a tramway which would connect the east and west ends and afford ready access to all parts. When last that project was mooted two objections were urged to it, one, that Queen's Road was unsuitable, on account of its narrowness, for a tramway and that we must wait until the completion of the reclamation rendered available the broad street which is to take the place of the present Praya; and, second, that a tramway might interfere with the earnings of the jinricksha coolies. The latter, though gravely advanced by the head of the Government, may be dismissed as too absurd for serious consideration, and as to the first objection, the new street will before long be available. It would not be easy to trace any direct connection between laying a tramway and starting a factory, but, speaking generally, few things could be more conducive to the development of manufacturing industry in the colony than improving its communications by carrying a line of tramway from Causeway Bay to Kennedytown. In searching for reasons why Hongkong should be left behind by Shanghai in the race of industrial progress the different forms of government also suggests itself as possibly having some influence. An impression prevails that the Hongkong Government, with its red tape, is obstructive to enterprise. We question whether anyone who has seriously thought of starting a new industry in Hongkong has been deterred by considerations of what the

Government would do, but nevertheless an impression prevails that, notwithstanding occasional official utterances to the contrary, the Government would not prove sympathetic to new enterprises and that the demands of the Public Works Department and the Treasury might prove unduly onerous. Shanghai is governed by representatives of the European community who know what the Settlement requires and whose interest it is to promote its prosperity. Hongkong on the other hand is governed by officials, conscientious and able officials let it be said, but men who are not in touch with trade and its requirements. Sometimes one may hear a preference expressed for the Hongkong system, with its red tape and its gold lace, but those who have a personal liking for that sort of thing seem to give the preference to Shanghai when it comes to a question of establishing a factory. Precisely how much weight the question of the different forms of government may have in determining the preference it would be impossible to say, but that the form of government does exercise an influence on the industrial development of a community cannot be gainsaid. If the Hongkong community were allowed to manage its own affairs the effect could not fail to be beneficial.

PUBLIC COMPANIES AND THEIR DIVIDENDS.

The results of the half-year's working of the Hongkong and Shanghai Bank, the Hongkong and Whampoa Dock Co., Limited, and the Hongkong, Canton, and Macao Steamboat Co., Limited, have now been made known, though the formal report of the Dock Co. has not yet been issued. There is a feeling of disappointment amongst shareholders that increased dividends are not to be paid, but a little examination will show the dissatisfied parties, we think, that there is no good ground for complaint. It is sometimes asked, why should the present generation of shareholders lay up surplus funds for their successors? The reply is simple. The business of a public company should be worked on the same principles as the business of a private individual and in the interest of the *bona fide* investor, not in that of the speculator who may happen to be a shareholder for the time being only. The permanent prosperity of the company is what the directors have to look to. In the case of the Hongkong and Shanghai Bank the profits, including the amount brought forward, amount to \$1,763,802, and the directors propose to pay a dividend of 21 5s. per share, to carry \$500,000 to credit of reserve fund, and to carry forward to next half year about \$300,000. Some of the shareholders think that instead of carrying this large sum forward a bonus of 5s. per share might be paid. The directors, however, seem to think it prudent to wait for the completion of the second half of the year before making any change in the return to shareholders, and in doing so they are on the safe side. Every one naturally hopes that the dividend may be increased, as in ordinary course it will be if the profits maintain their recent high level, but it is wise not to be in too great a hurry.

With reference to the Hongkong and Whampoa Dock Co., the expectation of an increased dividend must have rested on very slender grounds, notwithstanding the great prosperity enjoyed, for it has for years past been the declared policy of this company not to increase its returns to shareholders until it has paid off its loans. Only two years ago the then Chairman, the late Mr. HOPKINS, after reminding the shareholders that their

business was of a fluctuating nature, that they could not always expect to see their various establishments so well employed as they had been during the period then under review, and that they must not therefore always expect equally good profits in the future, said:—"Our local loans we have been able to reduce by about \$100,000, but they still amount to about five lakhs of dollars, and I have no doubt the shareholders will continue to support the directors in their sound policy of further reducing, with a view to ultimately liquidating, this debt entirely before distributing increased dividends." At that time the item "sundry creditors" stood in the accounts at \$510,000; on 31st December, 1894, it stood at \$527,623. This is exclusive of the Admiralty Loan. It will be seen, therefore, that if the declared policy of writing off the loans is to be continued it will be some time before increased dividends can be paid, for with the increase in the business larger stocks of material are required, which goes to counterbalance the periodical writings off, especially when exchange is unfavourable. Some years ago an increase in the capital of the company was proposed, which would allow of approximately the whole of the profits being divided amongst the shareholders, and that course seems to have much to recommend it.

The Hongkong, Canton, and Macao Steamboat Co. presents a contrast to the Dock Co. inasmuch as instead of having to borrow money it has more capital than it can employ in its legitimate business and has to seek investments for the balance. Some time ago a section of the shareholders suggested a return of capital, but to that the reply was that in the event of the opening of the West River the surplus capital might be required. The answer may be deemed sufficient, but a glance at the accounts shows that in the meantime running steamers is a much more profitable business than money lending. The value of the steamers, wharves, cargo boats, and other assets connected with the steamers amounts in round figures to \$950,000, and the net earnings of the steamers are \$81,428, showing a profit of over eight per cent. for the half-year on the capital so employed. The amount lent out on mortgage or invested in shares, fixed deposits, and so on, amounts to over \$1,300,000, and the "interest on investments" appears in the profit and loss account as \$41,000 only, giving a return of a little over three per cent. for the half-year. In this connection, also, we notice there appears the item of "Appreciation of investments in local stocks, \$10,272." It appears to us doubtful policy to reckon this item as profit, so long as it exists only on paper, because it might all be swept away by market fluctuations at any time. The sound policy with regard to investments is to keep them in the books at a safe valuation and disregard market fluctuations. The item is the more extraordinary in the Steamboat Company's accounts inasmuch as nothing has been written off on the other side for the depreciation of the steamers, wharves, etc. As to the dividend, the net profits would hardly justify any increase on the usual six per cent. It was, we believe, expected by the advocates of an increased dividend that the profits of the half-year would have been somewhat larger than the sum they actually work out to, for the Company was known to be doing extremely well on the Canton line, but the higher cost of coal and stores, the additional expense of special insurance against torpedo risk, torpedo pilotage fees,

and the stoppage of the Chinese passenger traffic from Macao in consequence of the outbreak of plague, have all told on the other side of the account. As things stand, however, the shareholders may congratulate themselves on possessing a very sound and lucrative business, with every prospect of its improving still further.

THE DUTY ON SHANGHAI MANUFACTURED YARN.

Now that foreign cotton mills are being established at Shanghai the question of the duty to be paid on the yarn and cloth turned out by them becomes of practical importance. With reference to the Chinese mills already in existence, there is an arrangement, we believe, that taxes shall be paid on the goods turned out equivalent to the duty payable on similar goods imported from abroad, but the Shanghai Chamber of Commerce has recently made a formal complaint that an extra *likin* was being imposed on foreign goods, thereby giving the native made article a preference. Whatever agreements may be entered into on the subject the Chinese will inevitably scheme to secure unfair advantages at the expense of the foreigner, but it is important that their opportunities for doing so should be reduced to a minimum and that a close watch should be kept to prevent anything of the kind.

A writer in one of our evening contemporaries says:—"It seems remarkable that yarn spun in Shanghai and sent, say, to Chefoo, Tientsin, or Newchwang should pay a duty and a half, while yarn spun in India or Japan pays only one duty." The writer is apparently of opinion that yarn spun in China will be subjected to coast trade duty, under the regulation which provides that "Native produce carried coastwise pays full export duty at the port of shipment; and, at the port of entry, coast trade duty, the amount of which is declared to be half-import duty." Cotton yarn does not appear in the export tariff, but in the tariff rules it is provided that "Articles not enumerated in the list of exports, but enumerated in the list of imports, when exported will pay the amount of duty set against them in the list of imports." Thus we arrive at the duty and a half mentioned by the writer above referred to. But the product of the existing Chinese mills does not pay a duty and a half; neither, we venture to say, will the products of the foreign mills about to be established in Shanghai.

The recently concluded treaty between China and Japan provides that "All articles manufactured by Japanese subjects in China shall in respect of inland transit and internal taxes, duties, charges, and exactions of all kinds, and also in respect of warehousing and storage facilities in the interior of China, stand upon the same footing and enjoy the same privileges and exemptions as merchandise imported by Japanese subjects into China." A question might possibly be raised whether coast trade duty is covered by the words "internal taxes, duties, charges, and exactions of all kinds," but to charge the products of Japanese mills in Shanghai imported into other open ports a duty and a half while the same goods imported from Japan are charged only one duty would clearly be opposed to the spirit of the above stipulation. Whatever doubt may exist on the point, however, will be removed by the treaty of commerce to be negotiated between China and Japan, for the matter is too important to be overlooked by the Japanese negotiators. China too, peculiar

as are her ideas on fiscal questions, can hardly fail to see that it would not be to her interest to give a bounty to imported goods by imposing heavier taxes on those of home manufacture.

FRENCH GAINS IN CHINA AND BRITISH INACTION.

According to the accounts received from the North, the French Minister at Peking has gained a considerable concession on the frontiers of Yunnan. One story has it that the territory handed over to China by Great Britain to constitute a buffer state between Siam, Burmah, Indo-China, and China, has been ceded to France by the Peking Government. All accounts, when it comes to a geographical description, are very vague indeed, and we must wait for a more accurate definition of the boundaries of the new domain. In all probability, as in every Chinese account, the matter has been considerably exaggerated, and no really substantial concession has been made at all. If, however, France has succeeded in getting no matter how small a slice of Yunnan then indeed, in an insidious way, she has inaugurated, as our Shanghai morning contemporary says, the partition of the Chinese Empire. Her primary object may have been the consolidation of Indo-China, and the creation for it of a well defined boundary. In the net result she will have prepared the way for future interference and further annexations, which will follow, as the night the day. Perhaps there is nothing really to regret in this move on the part of the restless Republic; it may be her mission to prepare the way for the dismemberment of the vast, unwieldy, and most supremely corrupt Empire of China; but is the Minister for Foreign Affairs for Great Britain fully awake to what is going on, or is his attention entirely taken up with Cabinet forming and the turmoil of a general election? It would not be unnatural if matters more immediately affecting the Premier have diverted his mind for the moment from the complex problems that must ordinarily engross the attention of the Foreign Secretary. It is unfortunate that the condition of affairs in the Far East should be so critical at a time when a change of Government is proceeding in England. No doubt Lord Salisbury will be quick to gather up the reins after the general election, but meantime how much has been slurred or lost? If the noble lord would but stiffen the arm of the British Representative at Peking all might be well without a struggle. China is not prepared to fight about an idea, and it is only necessary to demand what we want and are entitled to as reparation for the long catalogue of wrongs and injuries done to British subjects to get it promptly conceded. But there must be, behind the Minister, the naval and military power of his Government. Let it be seen, and, if needs be, felt. The Chinese Government must be coerced, not argued with. The Empire should, if resistance to just demands be offered, be administered both for the good of its people and of the invading forces. There is no hope of amelioration in the laws or customs of the country unless it comes from without. There need be no false modesty in the matter, no mincing of phrases. Far better to be brutally candid than to be timorously deferential to the Chinese mandarins. At least let England retain the hand of steel in the silken glove, and if need be make its grip felt.

PUNISHMENT FOR THE SZECHUEN OUTRAGES.

The meeting of American citizens held at Shanghai in connection with the Szechuen outrages adopted the right course in urging upon their Government to appoint a commission to investigate the causes of the riots on the spot and to fix the responsibility for them; and in declaring that a monetary indemnity alone would be utterly insufficient to meet the demands of the case. It has been shown that the riots were officially instigated. This is not merely an impression of the missionaries, but is proved by the official proclamations issued both before and after the disturbances. One of these proclamations, issued on the 29th May by CHOW Taotai, a Hunan man and Chief of Police for the two Hsiens of the capital (Chengtzu), was as follows:—"At the present time we have obtained clear proof that 'foreigners deceive and kidnap small children. You soldiers and people must not be disturbed and excited. When the cases are brought before us we certainly will not be lenient with them.' This was issued after the riots at Chengtzu had commenced, and it could not fail to prove an incentive to further violence. The prime mover in the whole affair was the foreign hating ex-Viceroy, from whom the lower officials gladly took their cue. It is the ex-Viceroy, therefore, on whom the principal punishment should fall. One of the speakers at the Shanghai meeting said:—"We feel that it would be a perfect farce and an immense injury to every foreigner in this country if a simple money indemnity were allowed to settle this matter, and if any 'high officials who have instigated and encouraged these riots were allowed to go free, while the chief sufferers by the riots, who have been friendly to the missionaries and who would be the losers, 'should suffer.' These remarks will be endorsed by every foreigner in China. It is only by means of an international commission that a just decision can be arrived at. If the matter be left to the Chinese themselves occasion will almost certainly be taken to represent some of the humble friends or supporters of the missionaries as the chief culprits, as was done in the so-called investigation which followed the murders of Messrs. WIKHOLM and JOHANSEN two years ago. The longer effective action is delayed in bringing the instigators of the anti-foreign movement to justice the greater will be the danger of a repetition of outrages upon the missionaries in the interior and upon foreigners in general at the Treaty Ports. An international commission, consisting of representatives of the United States, France, Great Britain, and China, to try the ex-Viceroy LIU and the lesser officials concerned in the Szechuen riots should be at once appointed and the decision of the commission should be enforced by whatever means may be found necessary. If there is any trouble about the matter the instructions to the gun-boats should be, 'Don't hesitate to shoot.' Instead of acting in concert with the other Powers, however, France is stated to have already secured the appointment of a Franco-Chinese Commission. If that results in the punishment of the guilty parties France will be welcome to whatever political capital she can make out of the affair; but if ever there was a case in which concerted action was desirable this is one. France, America, and England have all alike been injured and the demand for the punishment of the guilty parties should be made in common. To have three separate commissions sitting to try LIU and his associates, possibly working on different lines and arriving

at diverse conclusions on points of detail, would reduce the business to a farce and leave the Chinese masters of the situation.

A FRENCH JOURNAL ON ENGLISH HOSPITALITY.

The *Courrier d'Haiphong*, in an article sarcastically headed "L'Hospitalière Albion," brings what it apparently considers a heavy indictment against the authorities at Aden, whom it charges with churlish inhospitality. It appears that the French chartered transport *Comorin*, having met with an accident to her machinery in the Red Sea, had to put into Aden, and to remain there until a new piston was sent out to her from Marseilles. The vessel had on board about nine hundred men of the Marine Infantry, whose discomfort, cooped up on board ship in the heat of Aden, may be imagined. The officer in command, desiring to secure for the men facilities for exercise and recreation, applied to the Governor, through the French Consul, for permission to land them daily in detachments of say two hundred. The permission was accorded, but under the conditions that the men should be in charge of an officer and, accompanied by an armed guard of non-commissioned officers, should march without breaking their ranks in a space which might be estimated at about three hundred metres in length. Our contemporary waxes very indignant over these conditions and says that, as may be supposed, the permission granted was not availed of, to the great astonishment, it appears, of the Governor, and for a fortnight the nine hundred men remained on the *Comorin* contemplating from afar the bare rocks on which hospitable England has mounted her cannon.

This absurd complaint only merits notice as showing the childish irritability French writers display towards England on any and every occasion. Perhaps Englishmen sometimes reciprocate. The other day a launch going from Hongkong to Singapore had to put into Saigon for water. There was some little delay in supplying her and it was given out by a Singapore paper as a case of "French discourtesy," though it was no doubt due to nothing more serious than red tape, or quarantine regulations, or something of the kind, for it would be ridiculous to suppose that the French authorities would intentionally place obstacles in the way of a vessel short of water replenishing her supplies. In the case of the French transport at Aden, however, it is not necessary to set up any excuse for what occurred. There is only one point on which the complaint might be held to possess some measure of reason, and that is the extent of the ground on which exercise was to be permitted. If an English transport had occasion to put into a French fortified harbour for repairs it is certain that the troops would not be allowed to land promiscuously and overrun the place at their own will. It is even doubtful, we think, whether permission to land would be accorded at all. But, supposing permission to be given, it might reasonably be expected that the limits within which marching exercise was to be allowed would be sufficient to give the men room to turn round. And enquiry would probably show that the French complaint even on this point is unfounded. According to the *Haiphong* paper the space indicated might be "estimated" at three hundred metres. But estimates are very elastic, especially when made under a sense of irritation. Possibly if the estimate were multiplied by five it would be nearer the mark.

EVENTS IN FORMOSA.

[FROM OUR CORRESPONDENT.]

ANPING, 23rd July.

Another period of absolute calm, and no sign of the invaders. This rather puzzles the unfortunate neutral, who was ordered away weeks ago, because of "the impending hostilities between the Japanese and Black Flags"! Disturbances are reported from the inland districts, and it is supposed that if General LIU does not receive help from the mainland he will leave the island with his troops. His attitude and that of his soldiers towards the foreigner continues to be most friendly. H.M.S. *Rainbow* arrived to-day and H.M.S. *Redbreast* goes to Amoy to-morrow.

[FROM OUR CORRESPONDENT WITH THE JAPANESE ARMY.]

T'WATUTIA, 15th July.

Affairs are growing worse and worse and unless the Japanese replace their policy of extreme leniency in dealing with the rebels for one of strict unfeeling severity, the indications are that all the peacefully inclined Chinese will leave the country for the mainland; for placed practically between two fires, being forced to serve first the Chinese soldiers and then the Japanese, to the sacrifice of property and sometimes life, and with no indication of decreasing hostilities, it has caused these people, naturally so cowardly, to be possessed with great fear.

They cannot rightfully accuse the Japanese of the least act of injustice, but even here in the city where the Chinese are offered every protection, kindness is not only totally misunderstood and unappreciated, but is seemingly taken actually as an injustice.

When the Japanese first arrived many Chinese were brought into their service, many consenting not because they wanted to, but because they considered it obligatory to obey. And as they did not expect their conquerors would have so much condescension, they were secretly greatly astonished at being paid generously and without delay, often from the lowest soldiers in the army. As they expected being forced to work without any compensation whatever, one would naturally think they would appreciate the generous payment and would be satisfied; but no, they refused to work unless doubly paid, and we find now the charges high and unreasonable.

I think the discipline observed by the troops since their arrival has been splendid, although as I make this statement the Chinese complain of the terrible outrages committed, contradictions which I trust the reader will decide in my favour, upon considering the character of the Chinese. It is scarcely possible but that conquerors, to whatever country they belong, will sometimes abuse their rights, and the Japanese soldiers have been no exception, but in their case the very few slight injuries have been taken by the Chinese as the most enormous outrages. I investigated a most terrific "pow-wow" that was raging in a small Chinese shop and found the crime, which from appearances could have been no less than a murder, was committed by a Japanese, who had made some purchases to the amount of one dollar and in place of tendering a mutilated chop dollar had placed a brand new one yen paper note, actually having a current value of three or four cents above the ordinary Formosa chop dollar, on the counter and departed. As a great deal of paper money had been circulated a bright Chinaman of my acquaintance preyed upon the ignorance of his fellow beings, and opened an exchange office, giving chop dollars for yen notes, until it finally soaked through the heads of the unsophisticated Chinese that they were losing three or four per cent. on their money, for the civil authorities were exchanging bright new silver yen for paper money, if anyone did not desire the latter.

Yesterday a mob of a hundred or two Chinese fired on some couriers who were on their way to Tiengliak, and as it occurred only a short distance from T'watutia, the firing could occasionally be heard here.

It created a great deal of excitement among the Chinese, who are absolutely incorrigible, several hundred leaving for Hobe to cross to the mainland. The report was promptly put in circulation that the big southern army had advanced and were then just outside the city, and were going to retake the foreign city of T'watutia and the walled city of Taipeifu at

night, killing all the Japanese, foreigners, and the Chinese who had submitted to Japanese rule, and as only one hundred Japanese soldiers remained here, the others having gone south, Chinese success was assured.

It is not only surprising, but most wonderful and incomprehensible, that Chinese, who are at least expected to possess a little human intelligence, can believe such trash so implicitly. A well known Chinese, an acquaintance of mine, whom I had credited with a small sized "savvy box," informed me that he was very much afraid and was going to Canton. So he packs up his household property, his wife and children worked up to a state of frenzied excitement are sent down river to be dispatched at once on a cranky junk destined for Foochow, when in ten minutes by walking a few blocks he could have satisfied himself as to the falsity of the story, by seeing with his own eyes that instead of there being only one hundred Japanese soldiers as reported there were nearer ten thousand, but the story remains uninvestigated, the harm is done, and a few hours proves that their fears were based on a series of fabrications, in the manufacture of which the Chinese are not only unexcelled, but unequalled. The present condition of affairs not only affects the Chinese, but the foreign tea merchants are heavy losers. Until the arrival of the Japanese, tea was coming in from the country about as usual, but for a few days a gradual falling off was noticed until the Japanese had established themselves at the capital, when it took a sudden spurt, but only for a few days; it then began a perceptible decrease day by day, until at present there is practically none coming in. As the quantity decreased, the quality was also lowered, owing to the plants receiving no attention and the picking being carried on hastily without regard for the time that the leaves are considered of proper growth.

The territory that is at present given over to warfare usually sends in at least half of the output, and the great fear with which the people are possessed prevents them from picking and sending in the tea from the other portions of the island that are comparatively safe. General business is falling into the hands of the larger merchants, the smaller closing up their houses, for we find only twenty or thirty present, out of the usual one hundred and fifty Chinese packers for the Tamsui and Amoy markets.

Owing to many of the Chinese having been prevented from carrying on their usual occupations, and, in some cases, having lost time and money during the past and present troubles, the Japanese Formosa Government has made known its intention of giving to the Chinese all lekin and other taxes for the year, with the exception, of course, of the customs duties, which will be collected as usual. This reflects great credit upon the Japanese and only adds one more to the many thoughtful considerations which have characterized their treatment of the Chinese since arriving on the island. Any other people on earth except the Chinese would feel duly grateful, but they acknowledge no kindness, as they recognize no ruler, unless he be a master who will impose the most oppressive laws and is respected in a greater or less degree as he is possessed with a greater or less degree of brutality, ferocity, and barbarity.

One regiment is already on the way overland for the south, and the main expedition is hurrying the preparations for the two months' trip and is now only waiting for several transports, expected every day, bringing coolies and supplies. The exact date of departure has not yet been made known, but it will without doubt be before the last of the month.

On the eleventh the Chinese army in the hills about Takoham again made trouble with a fourth attack on the city. They took up their position on the east hills, fortifying themselves by throwing up entrenchments and mounting them with jingalls. They gained courage by not meeting with any opposition from the Japanese, who by their intended tardiness were only allowing several detachments of their own troops to surround the enemy, which by a skillful manoeuvre was successfully accomplished, resulting in not only the complete defeat of the enemy, who left over two hundred of their own dead on the field, but the capturing of one hundred and ten prisoners, while the only Japanese loss was three killed and eight wounded.

The Chinese in Formosa have from the start, with a few exceptions, conducted themselves in

such a disgraceful manner that when one is found deserving of praise he should at least get the credit of it, and as a Hongkong paper speaks of "Liu Wei-yuan, Senior Commissioner of the Imperial Stud, the wealthiest landed proprietor of Formosa, descendant of the chief lieutenant of Koxinga, the Pirate King of Formosa in the early days of the present Manchu dynasty, and now one of the three chiefs of the Formosans who are resisting the Japanese in Central and South Formosa," it may be well to state that the morning of May 24th when the independence of Formosa was declared and the determination to oppose the Japanese was made known, the gentleman above referred to stated publicly that he would have nothing to do with it whatsoever. So great was the condemnation of the rebels that to insure his own safety he secretly left his yamen at the dead of night, and kept in hiding until the first steamer left for the mainland. On this boat he took passage and has not been back to Formosa since. And the noble Imperial Government who allowed him to resign his rank probably did so because he refused to be a party to the duplicity which characterized the handling of whole Formosa affair.

One division is expected in from Kelung tomorrow, which should impart some confidence to the few respectable Chinese here, and stop the flow of Chinese to the mainland. Nearly fifty junks were counted to-day, crowded with Chinese passengers and their luggage waiting to go out on to-night's tide.

Of course there is no just reason whatsoever for such a movement, which is due entirely to the cowardice of the people, who seeing so many Japanese soldiers sent out and none returning, and hearing firing going on outside the city, actually believe that before the week is out the great Chinese army will be in possession and that all will be murdered—Japanese, Chinese, and foreigners. No news ever reaches their ears but Chinese victories; at least if there does it is never believed.

TAIPEHFU, 16th July.

I have often heard it stated by foreigners that although the Japanese have conquered the Chinese without difficulty, they could hardly have done otherwise, because there was no opposition, and if cases had been reversed and the Japanese had been placed in battle, with no drill, poor equipment, and without proper commanders, the Chinese would have found the victory as easy. It is such incidents as the following that proves superiority.

I have here to record a sad calamity, but one of undaunted courage and bravery, an act that brings out the true nature of those plucky soldiers. Although they have never yet been accused of cowardice, this leaves scarcely a doubt of their valor.

On the eleventh of this month Sergeant Sakurai with thirty-one soldiers started up river with eighteen Chinese boats loaded with rice, intending to convey it to the first battalion who are stationed at Takham. After having traversed the greater part of the distance in safety, they saw what they took to be Chinese soldiers about 1,000 metres from the river. Fearing that the latter might surround their boats and seize the valuable cargo, and upon closer inspection finding that there were only fifteen or twenty Chinese, they at once fired on them. No sooner had the first shot been fired, than between four and five hundred Chinese soldiers came tearing out of an ambush on the left and commenced to surround the little party of thirty-two, which was at once divided into two squads, one under command of Sergeant Sakurai and the other under Corporal Ibashi. Back to back they answered the enemies' fire gallantly, and encouraging each other for three hours they fought, until eight lay dead and several were wounded. The twenty-four survivors placed their bayonets on the rifles and made a charge at the enemy, who, cowardly as they are, gave way enough to allow them to gain the outside of the ring, leaving a corporal mortally wounded in the hands of the enemy, but the fiends were deprived of the pleasure of torturing this noble soldier, who with a shout of "Badaai" drew his sword and cut his own throat.

The Chinese again surrounded the little party and commenced to fire and again the Japanese charged through their ranks, leaving nine of their own men dead and five badly wounded. The unarmed soldiers were about to return to the aid of the injured, who were soon to fall into

the hands of the Chinese, when these poor fellows implored them to fly and save their own lives, rather than return to certain death. The four that were together placed their swords at each other's throats and the fifth taking his own life, they all died together. The four remaining, by sheltering themselves in the ambush near by, were able to put the Chinese off the track, and later went to a pond which had an abundance of high water grass, which would hide them for the time. It was then proposed at dusk to endeavour to escape from the vicinity, but one, thinking it would be safer to remain until later, refused to go and was left alone, the other three departing. This soldier then finding a suitable place kept his body immersed, with just the eyes, nose, and mouth above water. Seeing Chinese approach to the bank, he thought he had been discovered and that all was up, but great was his joy when after washing some rice they departed and soon disappeared. Almost famished for want of food and weakened with exhaustion, he staid in the same position for eight hours, until it seemed as though he could hardly bear the suspense longer. Towards midnight the sky darkened, heavy clouds appeared, accompanied by peals of thunder and flashes of lightning, which gave way to torrents of rain. Then leaving his place of concealment and keeping a sharp lookout for Chinese soldiers, he reached the river bank and found only six out of the eighteen boats that had been originally brought up. The fires of the Chinese camps were visible, and as the storm then ceased and the moon appeared, there was only one course to take that would perhaps bring him through safely. So stripping himself of his clothes, but reserving his jacket, cartridges, and gun, he waded into the stream and by keeping his head and nostrils above water, sometimes sinking into pit holes over his depth, falling and plunging along, he passed for two and a half miles. Then seeing a form upon the bank and hoping that it might be a Japanese, he climbed up on shore, but came face to face with a Chinese soldier. Fearing that the alarm would be given by this man, who was apparently a sentry, he shot him and then plunged into the river again, gaining a considerable distance before the Chinese had appeared to investigate the rifle report. Continuing on for a mile or so, his heart was made glad by the neighing of a horse, for he then knew he had reached the Japanese camp in safety.

Nothing certain is known regarding the other three, but it is thought that they have reached some of the Japanese camps in safety.

TAIPEHFU, 20th July.

The Japanese have been earnestly endeavouring to clear out the opposing Chinese and put an end to the guerilla warfare that now exists.

On July 13th one battalion made an attack upon Lintongpah and after several hours of strong resistance captured the place. Chinese loss, over one hundred killed; Japanese loss, eleven wounded.

On the 15th they marched on to Takoham, but so strong was the Chinese force that they were unable to take the city the first day. On the second day they captured the defences that had been constructed outside of the city and marched on towards the limits. After a half day's hard fighting, during which time the Japanese artillery played an important part, the Chinese retreated, leaving the conquerors in possession. After searching the houses and securing many arms and much ammunition, the city was burnt to the ground. Meanwhile another battalion that had taken another route were having a rather warm time, surrounded by Chinese and without food. A charge could have been made through the enemy's line and no doubt many would have escaped, but as they had thirty wounded Japanese on their hands they would have been obliged to leave them, so couriers were sent to try and get word through to Takoham, which was the nearest camp, asking for reinforcements. They passed through the Chinese lines at night in safety. But the battalion from whom they asked relief was not much better off, as their ammunition was about exhausted and they were living on half rations. So a corporal and three soldiers were detailed to carry the report to headquarters at Taipeifu. To pass safely through many miles of the district occupied by the Chinese soldiers was the greatest difficulty, but it was finally decided to disguise the couriers. So by shaving their heads and dressing in Chinese clothes, wearing bamboo hats, they were converted into a very acceptable imitation of Chi-

nese farmers. Accompanied by two Chinese who aided to the deception, they started out a night fall. After two nights they arrived a Tiengsliak and reported, after encountering many narrow escapes on the way.

Twenty cavalry men were sent out as a scouting party on the 15th, but only three returned, the others having been killed by the Chinese.

The Chinese loss during the last few days will amount to several hundreds and the Japanese to about sixty.

TAIPEH, 22nd July.

Fighting still continues in the country, with more or less severity. All the better classes of Chinese have moved into the city, so that the farms are deserted and the fields practically given over to the rebels, who continue the same guerilla warfare, retreating into the hills as the Japanese army advances and returning as soon as they have disappeared, venting their anger on any small parties who may follow.

While there is considerable sickness, it is not nearly so bad as generally reported. For the month closing on the 15th there have been 1,493 Japanese admitted to the hospital, 217 of whom were coolies, 156 have died during that time and 410 recovered. Dysentery seems to be the prevailing complaint, there being 221 cases.

Of cholera in its different forms there are 198 cases, and 91 wounded are being treated. Disinfectants are being placed in the street drains and every precaution taken for warding off disease.

The first lot of coolies for the southern expedition has arrived. They are a hardy lot of fellows and so far have behaved much better than could be expected. A uniform of blue and a coolie sun hat of white makes them plainly distinguishable from the coolies who are connected with the Civil Government.

It is not known publicly how soon the expedition will start for the south, but it is my opinion that no move will be made until the Japanese have settled affairs here in the north. The Imperial Prince will no doubt be in personal command of the southern force and will probably have four regiments of troops. Many civil authorities will accompany the army, and it is rumoured among the officials that the capital will be at Tainanfu.

Several of the higher authorities have expressed their sorrow that the foreigners in the south have been so greatly inconvenienced and very much regret that they have been unable to give them the relief they deserve.

THE STORM.

On Monday morning apprehensions of a typhoon were entertained, but fortunately the storm passed by, its influence here being experienced only in the shape of much needed rain and rather sharp squalls.

On Friday evening the Spanish Consul received the following telegram from the Manila Observatory:—Binondo, 26th July, 8.15 p.m. The storm previously announced is approaching the northern provinces of Luzon. It seems to be moving from S.E. to N.W. Do not know if the direction will change.

The Observatory notice issued on Saturday morning was as follows:—At 10.55 a.m. There appears to be a typhoon near Bashee Channel. Red Drum hoisted. At 11.5 a.m. Forecast:—Barometer falling, light or moderate winds, variable, fair to showery.

On Sunday morning shortly after eight o'clock the typhoon gun was fired one round, indicating that a strong gale might be expected here, and the black drum was hoisted, indicating that the typhoon was to the east and that its centre was believed to be within three hundred miles of the colony. A notice issued later in the morning stated that the typhoon was to the S.E. of the colony, that it appeared to be moving W.N.W., and that a strong gale from N. to N.E. might be expected here. In the afternoon the black south cone was hoisted, showing that the typhoon was then situated to the south of the colony. At 7 p.m. the cone was taken down and the black ball hoisted, indicating that the storm was westward of the colony.

From 10 a.m. on Sunday to 10 a.m. on Monday the rainfall registered at the Observatory was 6.24 inches and during the succeeding twenty-four hours 3.65 inches fell.

CONCERT AT THE MOUNT AUSTIN HOTEL.

A most enjoyable concert was given at the Mount Austin Hotel on Saturday evening in aid of the funds of the Alice Memorial Hospital. There was large attendance and the performers had the satisfaction of knowing that not only were they contributing to a very pleasant evening's entertainment, but also that they were substantially benefiting a most deserving institution. Mr. T. Jackson occupied the chair and in opening the proceedings briefly referred to the claims of the hospital and to the low state of its funds. The programme was as follows:—

PART I.
Song..... "A Winter Love Song" L. Keilio.
Mr. W. Macbean.
Duet... (a) "Wanderer's Nachtlied" ... Rubenstein.
(b) "Wenn ich ein Voeglein waer" Schuman.
Mrs. Marten and Mrs. P. Sachse.
Song..... "I'll sing thee Songs of Araby" ... Clay.
Mr. Geo. P. Lammert.
Song..... "Good-bye" Tosti.
Miss Lammert.
Violin Solo Mr. H. Goffe.
Song..... "Looking Back" Smart.
Mrs. Gordon.
Trio..... "Queen of the night" Smart.
Messrs. D. K. Sliman, C. H. Grace, and W. E. Crow.
PART II.
Song..... "Salve! Dimora" Gounod.
Mr. D. K. Sliman.
Violin Obligato Mr. H. Goffe.
Song... (a) "Ueber's Jahr" C. Behrh.
(b) "Mädchenlied" Moyer-Helmund.
Mrs. Marten.
Song..... "Call me back" Donza.
Mr. C. H. Grace.
Violin Obligato Mr. H. Goffe.
Song..... "Return and Stay" W. E. Allen.
Mrs. Dowler.
Violin Solo Mr. H. Goffe.
Song..... "Widmung" Schumann.
Mrs. P. Sachse.
Recitation... "Major Nambly" Wilkie Collins.
Mr. G. G. Brady.

Mrs. Gordon and Mr. G. P. Lammert were unfortunately unable to be present, but Mr. Lammert's place was taken by Mr. C. H. Grace, who sang "I would I were a king." Mrs. Gordon's place was left unfilled. Rubenstein's beautiful duet "Wanderer's Nachtlied" was well rendered by Mrs. Marten and Mrs. Sachse, after which they sang equally well Schuman's "Wenn ich ein Voeglein waer." The solos with which the same ladies charmed the audience in the second part were warmly encored. Miss Lammert's song "Good-bye" was also encored, but Miss Lammert did not respond, explaining through the Chairman that she had not prepared another song, though the audience would no doubt have been well pleased with a repetition of "Good-bye." Mrs. Dowler's song "Return and stay" was warmly applauded.

Turning to the gentlemen, Mr. Grace was in quite his old form and used his powerful voice with good effect. His song "Call me back" was of course encored. Mr. D. K. Sliman we have never had the pleasure of hearing to greater advantage than on Saturday night. His singing of Gounod's "Salve! Dimora" with violin obligato by Mr. Goffe, was very fine, the purity of tone being perfect throughout, and, needless to say, an encore was insisted on. The trio "Queen of the night" by Messrs. Sliman, Grace, and Crow was excellent, each part being well sustained.

Of Mr. Goffe's performances on the violin we cannot speak too highly. A good many of those present had had the pleasure of hearing Mr. Goffe before at private parties, but this was his first public appearance in the colony. We hope it will not be his last, but that he will often be able to run down from Canton to assist at our concerts. Both his solos were heartily encored.

Mrs. Macbean played the accompaniment for Mr. Macbean's song, Mr. Schwencke accompanied Mrs. Marten and Mrs. Sachse, and the remaining accompaniments were played by Mr. G. Grimble.

The performance was brought to a close by a recitation by Mr. Brady, "Major Nambly," by Wilkie Collins, which Mr. Brady gave in his own inimitable style, keeping the audience in a state of laughter throughout. We regret to hear that Mr. Brady is shortly leaving the colony, but we understand the public will have another opportunity of hearing him before he takes his departure.

At the close of the performance the Acting Chief Justice, Hon. W. M. Goodman, proposed a vote of thanks to the Chairman, who, he said, was always ready to assist any good cause. The vote was heartily accorded. Mr. Jackson then moved a vote of thanks to the ladies and gentlemen who had taken part in the concert, which was also heartily given.

ATTEMPTED ESCAPE FROM GAOL.

On Tuesday morning a Chinaman, who is undergoing a term of six months' imprisonment, tried to prove that stone walls do not make a prison, but, like others who have tried, he failed. This particular prisoner was, at 5.45 a.m., carrying a bucket to a corner of the prison yard when the brilliant idea of escaping entered his head. He dropped the bucket and bolted through the underground passage leading to the new gaol, but, unfortunately for him, his rapid exit was noticed by a vigilant warder, who raised an alarm by blowing his whistle. He then chased the runaway and fired five shots from his revolver at him, more with the intention of frightening than injuring him. None of the shots struck the man, who continued running up the passage until his career was checked by an Indian constable, who somehow made his appearance from the street. All was over, and the too hasty prisoner was taken back to his cell for punishment. After all it is better to leave the stone-walls-no-prison theory to poets.

SERIOUS ALLEGATION AGAINST A POLICEMAN.

On Saturday the Hon. H. E. Wodehouse held an inquest on the body of Lo Yau Sing, hawker, 18 years of age.

Mr. Reece appeared for the relatives of the deceased.

Chan Sin, widow, said—The deceased was my son. On the 22nd July, at 7.30, I was at the entrance to the Central Market, when I saw the deceased take some vegetables to a purchaser who was in the street. He then amused himself in the street, and I afterwards saw P.C. 204, Wong Kam, run after him along the Praya and into the market. I did not see what took place in the market, but about ten minutes afterwards the deceased came to me and complained of having been beaten by a constable. I took him home and the next day, as he was very ill, I took him to the Police Station, where he died. He had bruises on his back and on the left side.

Lo Yee said—The deceased is my brother. I saw P.C. 204 run after him, catch hold of his queue, give him six blows with his fist, and also kick him on the left side. The constable then let him go.

Corroborative evidence was given, and the Magistrate adjourned the inquiry until Tuesday. He instructed the police to take each of the witnesses down to the market separately, and tell them to point out the exact place where they alleged the constable struck the deceased.

Mr. Reece, who appeared for the relatives of the deceased, asked permission to go to the place with his interpreter at the same time the witnesses went, and the Magistrate granted permission.

On Tuesday the inquiry was resumed.

Dr. Cantlie said that on the 24th inst. he made a *post mortem* examination of the body, assisted by Dr. Marques. The body was well nourished, and there was no external mark of violence. Death was caused by fever, which was of a few days' duration. He was not quite able to reconcile the evidence with the appearance of the body. If the blows had been serious, bruises would undoubtedly have been on the body. He had no doubt that such an assault, if it took place, accelerated death; but, medically speaking, the evidence was entirely opposed to an assault having been committed. In answer to Mr. Reece, who appeared on behalf of the relatives of the deceased, witness said deceased might have been struck on the back and kicked in the side, but the assault certainly did not cause death. Deceased had had intermittent attacks of fever before the day of the alleged assault, when his temperature might have been normal.

P.C. Woh Kum was asked if he would like to give evidence, and was told that there was no charge against him, and he need not say anything unless he liked. He did not give

evidence, but said "I know nothing about this affair; I was on duty."

Mr. Reece—If your Worship has taken that down as evidence I am entitled to cross-examine him.

The Magistrate—I have not taken anything he said down as evidence.

The Magistrate, speaking to the mother of the deceased, said he had been very anxious to find out whether death was due to the assault. Three or four witnesses had given evidence of witnessing the assault, and he was not prepared to say that no assault took place; but he was glad to find that it was not the cause of death. The medical examination showed that the assault was not of such a severe nature as the evidence would have led one to believe. Any unnecessary violence by the police was most strongly objected to by the Government; they were to protect the people, and not to abuse their powers. In case of any unnecessary violence by the police the public could be certain that the facts would be inquired into if brought to the notice of the authorities. He knew that sometimes hawkers and people of that sort were very persistent, that they would take up places they had no right to, and such conduct tried the patience of the police very much. But as a general principle it was always strongly impressed upon the police that no act of violence, other than what is necessary for the preservation of order, was to be allowed. If the medical evidence had in the slightest degree supported the other evidence, a strong case would have been made out for putting the constable on his trial for causing the death of the deceased. The verdict was death from fever.

DISHONESTY BY A PURSER.

At the Police Court on the 25th July, before Hon. H. E. Wodehouse, James Donaldson, purser on the *Tacoma*, was charged with making false entries in his employers' account book with intent to defraud; also with embezzling \$100 gold belonging to the Northern Pacific Steamship Company; and further with embezzling \$45 gold belonging to the company.

Inspector Stanton said that at 8 p.m. on the 24th July he was in the charge room when the prisoner entered and surrendered himself on the above charges. Witness asked for a remand.

The Magistrate remanded the case until Saturday, and allowed the prisoner bail in two sureties of \$500 each.

Subsequently Mr. Master appeared in Court and said he appeared for the prosecution in the case. He asked for the charge of falsifying accounts to be dealt with summarily and for the other two charges to be abandoned.

Inspector Stanton offered no objection to this course, and the prisoner was placed in the dock again and charged with the first offence.

Prisoner at once pleaded guilty, and was sent to gaol for six months with hard labour.

NEW COTTON MILLS.

The prospectus of the International Cotton Manufacturing Company, Shanghai, of which the American Trading Co. are to be the general managers, was issued on the 15th inst. It is to be incorporated under the Companies Ordinance of Hongkong, and the capital is to be Tls. 1,000,000, of 10,000 shares at Tls. 100 each, to be paid up by instalments extending to the 26th May, 1896. The directors are Messrs. Chew Shing-ching, Chow Shao-ying, James Jones (Agent of the American Trading Co.), and J. F. Seaman (of Messrs. Wisner & Co.).

It is proposed to first build a spinning mill of 40,000 spindles, but power is to be provided to run a weaving mill when the proper time arrives, as that is to be one of the branches of the business. It is pointed out in the prospectus that the outlook for this trade, judging from the Chinese mills and from the experience of Japan, is very fine, the market for raw material being fully 15 per cent. more favourable than in Japan. Of the 8,000 shares which it is proposed to issue at first, a large number have already been subscribed for, Chinese being anxious to participate in the profits, and 1,000 shares are reserved for subscription in New York and London. The venture should, taking into consideration all the circumstances of the case, prove a successful

one, and under the auspices of the directorate cannot but prove a remunerative concern. In addition to the above, prospectuses have to-day (20th July) been issued of two more cotton mills: one by Messrs. Holliday, Wise & Co., the capital \$1,000,000, one-half of which is taken up in England and the other reserved for China, and one by Messrs. Ilbert & Co., to work 25,000 spindles, the capital being fixed at Tls. 750,000, mainly Chinese.

Our readers will be glad to learn that the Ewo Cotton Spinning and Weaving Company, Limited, has been very successfully put through. The application for shares amounted to 12,700, being 2,700 over the number available, the public receiving on the whole about fifty per cent. on their applications. Messrs. Jardine, Matheson & Co., the managers, have been appointed sole agents in China for Messrs. Platt Bros. of Oldham, whose well-known machinery will be put up in the Ewo Mills. Trained artificers will shortly arrive to erect the machinery already here. We learn that two mills will shortly be erected by Japanese, who will also use Platt's machinery. The Ewo Mills will be erected within the Settlement, for their general protection against squeezes, etc.—*Mercury*.

THE SZECHUEN RIOT CLAIMS.

The Chungking correspondent of the *Mercury* writes:—

A report is abroad that the claims of the Catholic Mission will be adjusted at Chengtu, while the English and American matters will be dealt with here by H.B.M.'s Consul, Mr. Tratman. Such a hasty settlement of financial claims as this would indicate is to be deprecated, on several grounds. The time has come when the Chinese authorities should be impressed with the truth that money indemnity is not, and cannot be taken, as satisfaction to outraged subjects of other nations, in cases of which this is a severe example. Allow China to pay the money, and every advantage we now have in dealing with her as the aggressor in her own territory will be lost. It does not take a very long or profound study of Chinese character to learn that when once such an arrangement as is hinted at above is made, that is about all the redress the foreigner can look for. It will be an injustice to the people of Szechuen to let the matter pass in this way. Where are the loud-voiced claims so often made of the educational effect of foreign influence on China? If she is to be educated and the Western Powers are to coach her, it is for them to decide as to the best form in which to convey the lesson.

That China will squeal and bluster goes without saying, but that is no answer. Hard of heart and stiff of neck, though an adept in the art of winking at the one, while her smile is for the other, and only fair words for them both, she must be taught that there is something more reliable than the uncertain prop of foreign intrigues and jealousy—the power to win the respect accorded to those whose integrity is unassailable. And therein lies the value of a properly accredited, adequately escorted, and promptly despatched commission, to sit at Chengtu and investigate into, if not adjudicate upon, the original agents in the late riots—and then adjust the claims financial. But there is also a good round sum to be paid in claims, if there be more to follow of this kind. Rumour again, though of less uncertain origin, says the Catholic church has lost a full million taels in sycee alone. Poor missionaries!

IMMIGRATION FROM MACAO AND HAINAN AGAIN PERMITTED.

The following notification was issued in a Government Gazette Extraordinary on Tuesday:—

With reference to Government Notification No. 275 of the 22nd June, 1895, it is hereby notified that the proclamation prohibiting the immigration of Chinese into the colony from the colony of Macao and the Island of Hainan, issued by the Governor in Council under section 1 of Ordinance No. 5 of 1895 on the 23rd day of April last and published in the *Government Gazette Extraordinary* of that date, has this day been wholly revoked by order of the Governor in Council.

AN ADVENTUROUS VOYAGE.

ALLEGED FRENCH DISCOURTESY.

A little launch, which successfully braved the perils of the China Sea during a season of storm, arrived at Singapore on Saturday evening, 13th inst., after a voyage of interest and excitement. The *Scout*, for such is the vessel's name, is only of 17 tons burden and was built by a Chinaman at the Yaumati shipbuilding yard, Hongkong, for the Opium Farmer of Singapore. Captain Casey undertook the adventurous duty of bringing the small craft down, and although in Hongkong the pessimistic prophets wagged their heads, foretold bad weather, and took a fond farewell of the launch—while the Insurance offices laughed at the very idea of accepting a risk—the captain was not deterred from starting on the 29th of last month. He had with him a Mr. Williams, as a passenger, and a Chinese crew numbering a dozen all told. The weather looked favourable for departure, but the meteorological telegrams indicated the existence of a typhoon to the south. Soon after leaving, and when outside the Ladrões, a N.E. gale sprung up, but so admirably did the launch behave that Captain Casey at once decided to see the business through, and the boat crested the waves at her best speed. At first a little difficulty arose with the firemen, into whose hearts the heavy seas instilled the fear of immediate death. This was met by prompt severity. Capt. Casey threatened to batten the whole lot down below, to die like rats if disaster overtook the *Scout*, unless they "kept the kettle boiling." The nonchalant conduct of the Europeans, who had the fullest confidence in the seaworthiness of the boat, did much to inspire courage in the natives, and they, during the remainder of the voyage, worked well. A course was steered between Hainan and the Paragels, but when about 30 miles to the south of the island of Tay the barometer fell to 29.40, while the wind shifted to E.S.E. A typhoon to the south was therefore a certainty, and Capt. Casey discreetly put into Hoihow, arriving there on the night of the 30th. Next day the barometer had risen to 29.56 and the storm evidently had passed over Hainan and dispersed itself in the Gulf of Tonkin. Hoihow was left on the 2nd instant, a strong S.W. wind and heavy swell from the same direction being encountered. On the 5th, owing to the fresh water having become brackish, the boat was put into Muntung, but for some inexplicable reason no notice was taken of the signals made, and, after waiting four hours at this inhospitable spot, anchor was weighed, and a course laid for Saigon. The lack of fresh water was becoming a serious matter, and thirst had to be assuaged by sucking pears, of which fortunately there was a good quantity. Saigon was reached at 9 o'clock on the night of the 7th, and an immediate application was made to the port authorities for a supply of water. The Frenchmen, however, acted in rather an extraordinary manner, refusing to allow any communication with the shore, and actually preventing the pilot from landing. The captain asked to be allowed to get a cask of water from a Hongkong ship lying close to him, but this was also refused, although the crew of the launch were in a pitiable condition. It was not until 10 o'clock on the following day that the requirements were furnished. Leaving Saigon on the 10th, a fine and uneventful passage to Singapore was made in 73 hours. Captain Casey speaks in the highest terms of the qualities of this launch. While great seas were breaking over regular steamers that were sighted, the small vessel rode like a duck on the billows and never, even in the roughest weather, did she give any anxiety to those on board. Captain Casey is returning to Hongkong shortly to bring down a yet smaller craft, and it is to be hoped with as much success as in this instance. Still such voyages at such a season of the year almost overstep the line between bravery and foolhardiness.—*Straits Times*.

Miss Hu King Eng, a young Chinese lady who has been studying medicine in the United States and has taken her degree, was a passenger by the O. & O. steamer *Coptic* from San Francisco to Yokohama. She is said to be the second Chinese woman who has graduated at a medical college. The *San Francisco Chronicle* gives her portrait and a long biographical notice. She intends to practise at Foochow, her native place.

DEATH OF LIEUTENANT OMMANNEY.

At noon on Thursday the body of Lieutenant Ommanney, of the *Victor Emanuel*, was found in the sea near Shaikiwan. The deceased had been in the navy eighteen years and arrived in Hongkong only as recently as the end of last January. Since his arrival here he has not been in good health. It was only on Sunday, 21st July, that his wife, who came with him to the colony, died, but her husband was too ill to attend her funeral. It is feared that this recent trouble preyed upon his mind to such an extent that he decided to destroy his own life. The body was fully dressed in deceased's private clothes.

The remains of the late Lieut. Ommanney were interred on Friday morning with naval honours.

THE INQUEST.

The death of Lieutenant Ommanney was the subject of an inquiry on Saturday before Hon. H. E. Wodehouse. The deceased, who was forty-two years of age, was first lieutenant on the receiving ship *Victor Emanuel*, and his dead body was found in the sea near Shaikiwan on the morning of the 25th inst.

Mr. Cyril Holdsworth, proprietor of the Eastern Mica Works, Shaikiwan Road, said—On the 24th July, at 7.45 p.m., the deceased came to my house, and asked me to give him change for \$10. I gave him eight single paper notes and \$2 in silver. I then saw him pay his 'ricksha coolie \$3 or \$4. He appeared to be wandering, and I asked him to sit down and rest. He sat down in the dining room, where we were having dinner, and said his name was Lieutenant Ommanney. He appeared to be very troubled and restless. He asked me for a whisky and soda and I gave him one. He then rose and said he had a little further to go, but perhaps he would call as he came back. I saw him downstairs with the light of a lamp, and he walked very steadily. He went out at the gate and I saw him walking away in the direction of Quarry Bay, which is east of my house. After that I did not see him until I saw his body at the mortuary. I had no previous acquaintance with him, and had never spoken to him before that night.

The Magistrate—Did he have any conversation with you while he was in your house?

Witness—No, sir.

The Magistrate—Did you ask him to have dinner?

Witness—Yes, I asked him to have dinner, but he would not.

The Magistrate—Were you alarmed about him at all?

Witness—No. He said the 'ricksha coolie stopped him, and he came up stairs.

The Magistrate—Where was he bound for?

Witness—I do not know. He said he had a little further to go; that was all he said.

The Magistrate—Were you alone in the dining room?

Witness—No, there were three other gentlemen with me.

The Magistrate—Was he sober?

Witness—He could walk steadily, and could speak plainly.

The Magistrate—I want to know whether he was sober or not.

Witness—I do not think he was perfectly sober. He appeared to be suffering from a previous excess of liquor.

The Magistrate—Was he sober?

Witness—I should say he was sober.

The Magistrate—Did he appear to be under the influence of liquor?

Witness—No; he appeared to be wandering and unsettled in his mind. I think perhaps it was trouble; I do not know, but he could not rest.

The Magistrate—It was a curious thing for him to ask you to change \$10.

Witness—Yes, I thought it rather astonishing. He wanted to pay the 'ricksha coolie.

The Magistrate—How long did he remain in the house?

Witness—About ten minutes.

The Magistrate—Was he perfectly polite in his manner?

Witness—Oh, yes.

The Magistrate—Did he apologise for the trouble he had put you to?

Witness—Yes.

The Magistrate—Generally speaking, did he appear to be off his head?

Witness—He appeared to have some trouble on his mind and was worried.

The Magistrate—He did not give you the idea of a man who was under the influence of drink?

Witness—No.

Mr. F. Trowler, overseer of works, Quarry Bay, said—At 6.45 a.m. I was going to my work when I saw something floating in the water about 30 yards from a small temporary jetty. I went out on the jetty and saw the body of the deceased. I called an Indian constable, and the body, which was fully dressed in a serge suit, was recovered and taken to the mortuary.

P.C. Patterson spoke to taking the body to the mortuary. The deceased was wearing a silver watch, a gold chain, a gold pencil, a gold whistle, a silver match box, a set of gold studs, silver sleeve links, and \$9 paper money and \$1.85 was found in his pockets. There was nothing to show how he had got into the water. If he had gone to sleep he could have fallen into the water from the road.

Dr. Marques said—I made a *post mortem* examination of the body. The cause of death was syncope, as the result of drowning. There were no marks of violence on the body.

Commander William Francis Tunngard, of the *Victor Emanuel*, said—The deceased's name is Francis Simpson Ommanney, and he was the first lieutenant on the *Victor Emanuel*. He had held that position since his arrival in the colony on January 30th. He was 42 years of age. He was a widower without a family. His wife died on Sunday morning, after having been delivered of a stillborn child. He performed his duties on board ship and lived on shore. He came on board ship on Sunday evening and was very much upset by his wife's death. On Tuesday morning he was considerably better, and on that morning I saw him for the last time. He was then in perfectly good health. He told me he wished to go back to his house, as he had to pack up his wife's property, and he left the ship for that purpose. His intention was to proceed to England as soon as possible, and he telegraphed to somebody in England. I advised him to go to England, and on Wednesday morning an answer came to his telegram.

The Magistrate—Do you know who last saw him?

Witness—As far as I can understand Mr. Smith, of Quarry Bay, was the last man who saw him.

The Magistrate—His behaviour that evening was most extraordinary. He went into the first witness's house—a man whom he had never seen before—at dinner hour, and then asked for change for \$10. He then paid his 'ricksha coolie \$3 or \$4, and behaved altogether in a very queer way indeed. What caused him to go out at all? Has the 'ricksha coolie been found?

Sergeant McDonald—No, your worship.

The Magistrate—Have you made any efforts to find him?

Sergeant McDonald—No, I have not. I do not think he can be found now. He got so much money from the deceased that he would not be about the streets.

Chan Kok, servant of the deceased, said that on 24th July, at 10 a.m., he went up to his master's house. Witness left at 2.30 p.m., and deceased was talking about preparing to leave. He did not know what became of him afterwards.

This was the whole of the evidence, and the Magistrate returned a verdict of "Found drowned."

GAP ROCK LIGHTHOUSE VISITED.

On Monday, 22nd July, the *Fame*, Captain Stopani, made her periodical voyage to the Gap Rock lighthouse with provisions for the keepers. The *Daily Press* reporter was in want of a sea blow, and the Acting Harbour Master, Hon. W. C. H. Hastings, kindly gave him permission to go with the *Fame*. It was a most delightful day, and an exceptionally pleasant trip was made, the sea, for a wonder, being smooth, and the wind particularly crisp. The lighthouse was reached about noon, and the coolies at once busied themselves with loading the small boat with provisions. There was a strong swell on at the time, but, for Gap Rock, the sea was really smooth, and to jump into the boat was not a matter of very great difficulty. The landing, too, was comparatively easy, but put one strongly in mind of the celebrated skating party in *Pick-*

wick. "These are rather awkward skates," remarked Mr. Winkle to Sam Weller. "It's a rather awkward gentleman in 'em sir," retorted Sam. The *Daily Press* representative certainly felt very awkward as the chair—something like a baby's swing chair—was lowered into the boat by the derrick-crane, and when an opportunity offered itself he caught hold of it, seated himself in it, and was hoisted up in mid air, and at length, to his great relief, was deposited safely on the rock. It is not intended in this article to give a description of the size and shape of the rock, the height and position of the tower, the number of rooms, or the power of the light, as all these particulars are pretty well known to Hongkong residents. A talk about the keepers is really the object of the writer. There are two European keepers always on the rock; they have a month on duty and a fortnight off. Not everyone would undertake a lightkeeper's work. It is not at all a bright prospect to have to make your home—your home, sweet home—on a small barren rock, away from all civilization, and with nothing but passing ships and a game of dominoes to break the monotony of the day. Many people would suffer from ennui at even the thought of such a life, but the Gap Rock keepers seem to be happy enough; doubtless because they are obliged to make the best of a lonely existence. Day after day passes in pretty much the same way. They cannot go for a walk, except it be round and round the tower, and they cannot call in their next door neighbour to have a pleasant chat with, or to growl at because he persists in practising the scales on a cornet long after everybody is in bed. No, they have none of these pleasing incidents to dwell upon, and yet they manage to keep a cheerful countenance, and to drive away dull care. Sometimes they do get some excitement. Sharks occasionally pay them a visit, and give them quite a lively exhibition of their gambolling capabilities. Up to a few months ago whales were to be seen there, but they never come now, and the reason is believed to be this. They used to play at "tick" round about Jubilee Island, and the keepers, when off duty, had a good opportunity of watching their curious antics. Well, one day one of the whales died, and the others went away and are still mourning his death. He was of enormous size, and it is supposed that, like a Chinaman, he had a weak spleen, which was ruptured by a blow from a companion's tail. The most likely theory, however, is that he had a weak heart and the excitement of the game killed him. However, the whales have not been seen since, and a reward of ten cents is being offered for information of their whereabouts.

A very interesting tour was made round the lighthouse, and the conductor, Mr. Nicholas, explained the whole working of the light in a thorough manner, and also fired two fog signals. The detonators make a tremendous noise, and such a loud explosion ought to frighten away the thickest of fogs, but, as a rule, it doesn't. The visitors' book is an object of interest. As may be imagined, the callers at the lighthouse are very few, and since the light was first shown in 1892 only about four dozen people have landed at the rock. Neither the Prince of Wales nor Jem Carney has honoured the place with his presence, but most of the names in the book are well known. One of the entries recounts an amusing experience of Commander R. Murray Rumsey, the Harbour Master. On a very rough day he was endeavouring to jump into the small boat from the steamer, when a strong wave carried the boat out of reach just as the Harbour Master had lowered himself. The consequence was that he fell into the water. It is said that on another occasion a well known resident was jumping into the boat when he slipped, and his head caught the edge of a seat. He was stunned for a couple of minutes, and when he recovered the boat was about thirty yards away from the steamer. In a half dazed manner he looked up and exclaimed "Jeeshophat, what a jump!" Perhaps this tale is not true, but there can be no question of the serious risk there is in landing on a rough day, and yet up to the present no one has been lost, a fact which speaks well for the great care which is taken for the safety of both visitors and the Chinese crew.

The day was certainly a most enjoyable one altogether, and of the limited means of spending a day's holiday by Hongkong residents, a visit to the Gap Rock is certainly one of the best.

WHAT IS OBSTRUCTION OF THE FAIRWAY?

AN IMPORTANT CASE.

At the Police Court on Friday, before Hon. H. E. Wodehouse, a case of considerable interest to shippers was re-opened. It was one in which three lightermen in the employ of the P. and O. Company were summoned for obstructing the fairway of the harbour, and the case was first heard at the Court on Tuesday. For the prosecution it was proved that three or four lighters left the P. & O. *Khedive* and went across the fairway to the *Verona*, just as the *Peru* was going to her buoy. The captain of the *Peru* saw danger ahead, and he reversed his engines in order to avoid a collision with the lighters, which he said were not under control and were not being towed.

Mr. Dennys appeared for the P. & O. Company and said that the lighters were being towed by a rope, and no obstruction within the meaning of the Act had been proved.

The Magistrate held that there had been no obstruction.

The Acting Captain Superintendent of Police (Hon. W. C. H. Hastings) applied for a rehearing of the case, and the application was granted.

Yesterday, when both parties were in Court, the Magistrate asked the Acting Captain Superintendent if he had additional evidence to call.

The Acting Captain Superintendent said he had, and put the captain of the *Peru* into the box.

Mr. Daniel Friele, captain of the *Peru*, said that at noon on Friday, the 18th inst., he entered the harbour with his vessel through the Lyme-moon Pass. He steered the usual course for the ship's buoy, which he saw, after leaving the *Meeanee*, open between two P. and O. steamers. As the southern buoy of the fairway was approached he saw two or more lighters astern of a P. and O. ship (the *Khedive*) and he thought they were hanging at the stern. When he got within about 800 feet he saw that the lighters—there were three or four of them—were drifting at right angles to his course. He had only one alternative, which was to go full speed astern, otherwise the *Peru* would have struck the lighters. The breadth of the fairway was about 1,100 feet, and he thought the position of the lighters very dangerous. They had no tug, there was no way of propelling them, there was no control over them at all, and unfortunately the wind was south-west, which was right angles to his course. The engines had been stopped five minutes, and the vessel was going at the rate of three miles an hour. For five minutes previously he had perceived no motion of the lighters, which were bunched together.

The Magistrate—Suppose the lighters had charged you with obstruction. Would that have been a proper charge?

Witness—Excuse me, I do not understand the question.

Mr. Dennys—You were drifting about.

The Acting Captain Superintendent of Police repeated the Magistrate's question.

Witness—I was on the way to my buoy. I had my ship under command, and was attending to the usual navigation of the harbour.

The Magistrate—Could the lighters have got out of your way?

Witness—They had no means to do that; they had to go where wind and current took them.

The Magistrate—Except by watching their drifting, had you any means of knowing what they were doing?

Witness—No, sir.

Mr. Dennys, cross-examining.—Suppose you had seen a steam-tug towing a lot of lighters, you would then have gone astern?

Witness—I should certainly do my utmost to avoid a collision. I should go astern certainly.

Mr. Dennys—What you think wrong about the cargo boats is this: you first of all considered that they were tied to the stern of the *Khedive*, and when you got up close you found they were not tied on, but were going straight across the fairway.

Witness—That is what puzzled me.

Mr. Dennys—Suppose it is quite true that they were tied up, and that they were hauled across, would there be anything wrong then?

Witness—There was no line.

Mr. Dennys—I am prepared to prove there was.

Witness—I did not see it; I was not within close range.

Mr. Dennys—If there had been a line there would have been no cause for complaint?

Witness—In that case they would have gone across the channel so much faster.

Mr. Dennys—The evidence on the last occasion was that it took only six or seven minutes for the lighters to go from the buoy of the *Khedive* to the buoy of the *Verona*. That is not very slow travelling for heavy cargo boats, is it?

Witness—I cannot say about that. I cannot dispute the time.

Mr. Dennys—You have been running here a great many years, and you have seen lighters belonging to Messrs. Butterfield and Swire and the P. & O. Company being towed about the harbour; and you have seen sometimes 15, 20, and 30 in a bunch in typhoon times.

Witness—That is a very different condition of things, in typhoon times. Then the boats are at the mercy of the elements.

Mr. Dennys—They have a right to go across the fairway?

Witness—They have a right to cross the fairway, but it seems rather unseamanlike at least for a lot of lighters to drift across the fairway when there is an incoming ship right in sight. I must have a little momentum on my ship to keep her under way. I cannot control the ship unless I have a momentum on her.

Mr. Dennys—You were 800 feet away from the lighters, and that may account for you not seeing the ropes between them and the *Khedive*, and there was another rope attached to the other buoy.

Witness—I cannot say about the ropes; I did not see them.

Mr. Dennys—Did you not believe when you first saw them that they were hanging to the stern of the ship?

Witness—I supposed they were. If they were hanging they ought to have been there when I got a little closer.

Mr. Dennys—How long were you delayed?

Witness—The delay was slight. But it was not a question of delay, it was a question of the chance of damage that I had to consider. The delay was about 20 minutes altogether.

Mr. Dennys—Did you see where the lighters went to?

Witness—They went to the port side of the *Verona*, which was lying at the southern buoy. They were making fast as I was entering the fairway the second time.

In answer to the Acting Captain Superintendent witness said that if there had been a tug boat he would have seen it. There was danger in going astern.

P.C. Campbell said that no rope was attached to the lighters.

This concluded the evidence.

Mr. Dennys asked the Magistrate to uphold his former decision, as the evidence brought forward to-day did not alter the position of affairs in the least.

The Magistrate—What construction do you put upon the words in the section, "or otherwise obstructing the fairway"?

Mr. Dennys—I say there has been no obstruction; they were sailing across the fairway. It is just like my crossing Queen's Road. I am not allowed to lie down in the middle of the road and obstruct the traffic, but I am not bound to walk across at the rate of 10 or 12 miles an hour. The point for the prosecution in this case is that the lighters were going slowly, and that therefore they were obstructing the fairway. Obstruction under this Act is in connection with anchoring, although I quite admit that the Act may cover other things besides anchoring. If there is a conviction in this case every launch that goes from here to Kowloon is causing an obstruction if another steamer going towards it has to get out of the way. This is not a case of carelessness on the part of Chinamen. Here are three men in the employ of the P. & O. Company, and they take six or seven minutes to go from one steamer to another. I suggest it would be the height of absurdity to convict these men. If your Worship thinks the case has been made out I would like the case adjourned, so that I can call the captain of the *Khedive*, who can say what was done and how the lighters got across to the *Verona*.

The Acting Captain Superintendent of Police—I call obstruction the drifting of a vessel not under proper control. It is clearly shown that these vessels were not under proper control. Any

boat under sail or with oars goes by the rule of the road; if there had been a sailing ship the steamer would have got out of the way; if it had been a steamer the action of the captain of the *Peru* would have depended upon which way the steamer was going. I submit, with all deference, that Mr. Dennys's argument about Queen's Road is nonsense. A man does not go and lie down in Queen's Road. If Mr. Dennys goes across he is under proper control, whereas these lighters were not. The ship was seen for twenty minutes coming up, and the P. & O. people ought to have seen it; they ought to have kept a look out.

The Magistrate—After the additional evidence we have had to-day, I am inclined to think it well to have an adjournment, for Mr. Dennys to make what other defence he has. When will the *Khedive* be back?

Mr. Dennys—She will be back before long; she has gone to Bombay.

The Magistrate—Bombay!

The Acting Captain Superintendent of Police—The only thing the captain of the *Khedive* can say is that he did not see the *Peru*. If the people did not see her they must have been blind. They have no right to send derelicts along like they did.

Mr. Dennys—To talk about them being derelicts is absurd.

The Acting Captain Superintendent of Police—I say it is a case of very gross obstruction.

Mr. Dennys—I shall prove that the lighters were under control.

The Acting Captain Superintendent of Police—They had neither steam, nor a sail, nor a single oar amongst them.

Mr. Dennys—Why do you allow them to exist? If there is any responsibility it does not rest with the defendants, but with the persons who sent the boats off.

The Magistrate adjourned the case *sine die*.

THE SINKING OF THE "BIRKHALL."

NAVAL COURT OF ENQUIRY.

A Naval Court was held at H.B.M.'s Consulate-General, Shanghai, on the 17th inst., to enquire into the circumstances attending the sinking of the British steamer *Birkhall* at Woosung on the 10th instant. The Court was composed as follows:—Mr. J. W. Jamieson, acting British Vice-Consul, President, Lieut. E. F. Talbot, H.M.S. *Daphne*, and Mr. G. K. Wright, Master's s. *Rosetta*, Assessors.

Mr. Stokes appeared for Captain Cameron; the master of the *Birkhall*. Mr. Stokes put in a copy of the *N. C. Daily News* containing the Customs notification of the position of the wreck, which was accepted by the Court.

Charles Cameron, master of the *Birkhall*, sworn, stated—I hold a master's certificate No. 99,782. We arrived at Woosung at 8 a.m. on Monday, the 8th instant, and reached the lower anchorage at 2.30 p.m. and received orders to proceed to buoy off the Old Dock for the purpose of fitting the vessel to carry troops. These orders were given by Messrs. Hopkins, Dunn & Co., time charterers' agents. After fitting we were ordered to Woosung and to go as near as possible to Prince's Jetty for the purpose of embarking troops. I was told to go down as soon as possible. We left the Old Dock at 4.45 a.m. on the 10th and went down to Gough Island, where I had to bring up on account of not having sufficient water on the Bar to cross. I left the ship at 9.30 a.m. and came up to Shanghai with two of my crew to pay them off. I left the chief officer in charge and I told him I would send down a pilot, but if he did not come in time, the mate was to take the ship across the Bar himself and proceed immediately to get the troops on board as soon as they came alongside. I reached Woosung on my return about 7 p.m. and met Captain Yung, of the *Wantai*, and my pilot, Captain Leach, who informed me of the sinking of the vessel. I met them about half-a-mile above Prince's Jetty. I at once took them in my carriage, drove back with all speed to Shanghai, and reported.

By the Court.—The ship's register is still on board.

Alexander Monroe Lindsay, chief officer of the *Birkhall*, sworn, stated—The *Birkhall* is a vessel of net 912.55 tons. I hold a master's certificate 17,103 (Aberdeen), and I had been several voyages

in command of the vessel previous to this. We were anchored off Gough Island waiting for the tide. We were drawing 7ft. 6in. forward and 15ft. 6in. aft and we pumped out the after tank, lightening her to 14ft. 6in. We crossed the Bar at about 1.15 and anchored as close to the Prince's Jetty—a little below it, as near as we could get in four fathoms on 30 fathoms of chain. After the tide began to ebb we gave a cast over the stern and found 16 feet. I gave orders for steam to put the ship ahead, still holding on to the port anchor. The cable on the port anchor ran out to 60 fathoms till the ship got into five fathoms, then I dropped my starboard anchor, and then hove in on the port to 30 fathoms on the windlass on each anchor. The ship swung strong to the ebb. When we had finished mooring, the Customs officer came alongside and asked what I was going to do with the ship. I told him we were going to take in troops and asked him if we were in the proper berth. He said yes. He was not the berthing officer. At 20 minutes past five we finished mooring, and we were then 350 yards off Prince's Wharf. We were in a line with the other vessels at anchor, but a little to the westward (in shore) of them. There were a few steamers. All the other vessels were ahead of us up river. I do not know the distance which separated us from the next ship. There was plenty of room between us. A lighter with soldiers came alongside at about 5.45. Steam was handy and would be ready in about half an hour's notice. Ten of the bodyguard and four servants of the mandarin had come on board when the collision occurred, and some 60 soldiers were coming in though the side port on the port side. I was standing on deck abreast of No. 3 hatch watching the embarkation and I saw the *Wantai* manoeuvring in the middle of the stream. I saw her about five minutes to six. I thought she was drifting down with the ebb when I first took notice of her. She was athwart the tide. She was then about four points on the bow, but I did not then pay special attention to her. From first seeing her to the time of collision was about five minutes. I did not anticipate any danger till I saw her about two points abaft the beam coming ahead, slightly canted on her port helm. I then hailed her, but I do not think she heard me. Directly after that she struck us. The lighter was between us and her ram lifted the lighter, and she then came into us carrying away the backstays, knocking the main topmast down. The collision took place in broad daylight at about five minutes past six. Our vessel took a tremendous heel to starboard and then to port, and I thought she was going down by the stern. I ordered the sluices to be closed and to clear away the boats, but finding that I had an empty lighter on the starboard side I commenced to put the soldiers into her and got everybody out of the ship. By the time I got the last man off—the man who was injured—her stern was under water. The *Wantai* struck us nearly at right angles. We were out of the fairway.

By the Court—It would not have been possible to beach the ship before she sank. I saw she was sinking rapidly; all her ports were open to receive the troops and the water poured in through them. We went down at our moorings. It would at least have taken twenty minutes to get sufficient steam to move the ship from the time when I saw there was danger of a collision. The *Wantai* backed out, lowered her boats and steamed up ahead of us. I stayed by the ship till the captain came. The fore part of the vessel did not sink till about half an hour; the bow was canted over to port with a heavy list, gradually settling down. I think the *Wantai's* engines were going astern when she struck us.

William Wright, second officer of the *Birkhall*, sworn, stated—I was on deck at the time of the collision. The collision happened shortly after 6 o'clock in broad daylight. I was standing by the after hatch. I saw a man-of-war in mid-stream a little above us, and seemingly coming right on us. I supposed she was trying to turn round. She was heading right for us and coming on. Shortly after that she struck us just by the mainmast. I do not know if her engines were going astern; she was end on. Our chief officer hailed her and told her to go astern. She struck us end on. The blow was at the fore end of the after-hold on the port side just in a line with the mainmast and we imme-

diately began to go down by the stern. I never saw the hole. I was standing about midships when we were struck.

Alexander Smith, second engineer of the *Birkhall*, sworn, stated—I was on duty in the engine room at the time of the collision. The order given to me at the time of the collision was to close all the sluices and ease the safety valves. The people on deck had finished with the steam at 5.25. At the time of the collision we had about 110 lbs. and we would require about 130 lbs. to move the engines. It would take about twenty minutes to get sufficient steam. The last orders were to bank fires.

Captain Cameron, recalled—Capt. Yung told me after the collision that he had received orders that afternoon to proceed to the Langshan Crossing and embark troops. He was getting his vessel underway at the anchorage to go to the outer anchorage so as to be handy to leave for the Crossing. While underway on the ebb, the tide caught his ship and she would not answer her helm, but made straight for the *Birkhall*. He rung her telegraph full speed astern when he saw the danger, but could not say whether the engines went astern. He told me a Chinese pilot was in charge of the ship at the time of the collision, Captain Yung being a stranger in these waters.

This concluded the evidence, and the Court adjourned till 2.15 p.m.

On resuming, the President read the following FINDING.

Finding and order of Naval Court held at Shanghai on the 17th day of July, 1895, to investigate the circumstances attending a collision between the British steamship *Birkhall* of Aberdeen, official number 77,452, and a Chinese man-of-war named *Wantai* on or about the 10th day of July, 1895. The *Birkhall* was a steam vessel, registered, tonnage 1,431.63 gross and 912.56 net, chartered to carry troops from Woosung, and at the time of collision was anchored a little below Prince's Wharf and out of the fairway. Whilst there the Chinese man-of-war *Wantai* in attempting to go out on the ebb-tide was carried down on the *Birkhall*, striking her end on on the port side in a line with the mainmast, causing her to sink at her moorings.

The Court having regard to these circumstances and the evidence before it finds that the loss of the *Birkhall* is entirely to be attributed to the reckless navigation displayed on the part of those in charge of the *Wantai* and that no blame so far as the collision is concerned attaches to those on board the *Birkhall*, they being quite unable to take any steps to avert the collision.

The expenses of the Court fixed at £4 2s. are approved.

J. W. JAMIESON, Acting British Vice-Consul, President.

E. F. TALBOT, Lieut. R.N., H.M.S. *Daphne*, Assessor.

G. K. WRIGHT, Lieut. R.N.R., Master s.s. *Rosetta*, Assessor.

E. W. L. STREET, Paymaster R.N. H.M.S. *Daphne*, Clerk of Court.

Having delivered this finding, the President said—At the same time, although this is the official finding of the Court, the Court wishes to express its opinion in regard to Captain Cameron's conduct in not being in charge of his vessel while she was going over the Bar. They do not think he ought to have allowed his ship to be in charge of the chief officer at the time. Had anything happened to his ship while going over the Bar, it might have been a very serious thing and attended with serious consequences to you, Captain Cameron.

With regard to these remarks Captain Cameron explained to the reporters that he had important business up town, that his chief officer held a master's certificate, and that he could not put off his town business and thus delay the ship. The remarks made by the Court were commented upon outside the Court by disinterested parties, who expressed the opinion that as the Captain's absence from the vessel had nothing to do with the collision, which happened several hours after the *Birkhall* had crossed the Bar, it hardly came within the province of the Court to refer to it.—*N. C. Daily News*.

The June output of gold from Selensing amounted to 803 ounces, being the result of 787 tons of stone crushed during the month—a satisfactory record.

THE WRECK OF THE "ST. PANCRAS."

THE FINDING.

The Marine Court of Inquiry held at Singapore into the circumstances attending the stranding and subsequent loss of the steamer *St. Pancras* on the Samarang bank, off Labuan, on the 13th June, delivered its finding on the 20th inst.

The finding was as follows:—"We are of opinion that the casualty was caused by a miscalculation of the current, the captain expecting the south-westerly set experienced on the 11th and 12th June to continue, whereas by the position of the ship at the time of striking it appears that on the last day it was running to the N.E.-ward. The ship was carefully navigated and the crew behaved well. We do not consider that either the captain or officers are to blame for the disaster, which might have been avoided if the captain had been supplied with a large scale chart of the N.W. coast of Borneo. The state of the ship after striking justified the captain in taking to the boats and making for Labuan."

A telegram received at Singapore from Labuan states that the *St. Pancras* has been examined by divers, who report that the vessel is not strained, and that in their opinion there is a fair prospect of getting her off after all.

HONGKONG GOLF CLUB.

SERVICES VERSUS CIVILIANS.

This the return match between teams representing the above was played in the Happy Valley on Wednesday, 24th July, when the Services again asserted their superiority after a close and exciting contest by the narrow margin of one hole. On paper the event appeared a gift for the Civilians, whose team had been greatly strengthened by the inclusion of Dr. Lowson, while the Services team had been weakened by the absence of Captain Winsloe, R.N., who performed such deeds of valour in the first match. Captain Eccles, R.B., played a grand match against his formidable opponent Dr. Lowson and was only beaten by 1 up after being 3 down and only 4 to play. The Services' second string received a severe shock from Mr. Gershom Stewart and was badly beaten by 5 holes, after being all even at the 11th hole. This left the Services 6 holes to the bad, three of which were pulled back by Lieut. Sanderson, R.B., only to be neutralised by Mr. J. Thurburn. It now remained to see how the last three pairs fared, and here the representatives of the red, blue, and green coats were well to the fore. Commodore Boyes, R.N., going out in 44 and playing real good golf throughout, came home 2 up and was followed by Captain Ferguson, R.B., who reversed his previous match with Mr. Ram, and reduced the Civilians' lead by two more. This left the black coats two up and the excitement was now intense as the last pair approached the 18th green. Mr. R. W. Toman, R.N., had fully justified his selection and, holing the last hole in 5, stood 3 up and won the match for the Services by 1 up. A closer finish has seldom been seen and the soldiers and sailors went home jubilant, well content to have beaten a team who were 16 strokes better than themselves on paper.

The actual results of the several matches were:—

SERVICES.	CIVILIANS.
Capt. W. V. Eccles, R.B. ... 0	Dr. J. A. Lowson ... 1
Lt. W. M. Thompson, R.E. 0	Mr. G. Stewart ... 5
Lieut. D. Sanderson, R.B. 3	Mr. H. L. Dalrymple 0
Capt. J. M. Stewart, R.B. ... 0	Mr. J. Thurburn ... 3
Commodore Boyes, R.N. 2	Mr. Clement Palmer 0
Capt. A. G. Ferguson, R.B. 2	Mr. E. A. Ram ... 0
Mr. R. W. Toman, R.N. 3	Mr. C. Hawkins ... 0
Total 10	Total 9

Majority for the Services, 1 hole.

Yet another Cotton Manufacturing Company, the International, is being launched at Shanghai, the American Trading Company being the promoters. It is proposed, we learn from the *N. C. Daily News*, to start with 40,000 spindles, and the capital of the company is to be £1,000,000, in 10,000 shares of £100 each, of which only 8,000 shares are to be issued at present. The company is to be a limited one, registered in Hongkong.

SUPREME COURT.

27th July.

IN ORIGINAL JURISDICTION.

BEFORE THE HON. W. M. GOODMAN
(ACTING CHIEF JUSTICE.)LI CHING AND OTHERS V. WONG YIK AND
ANOTHER.

Judgment was given in the case in which Li Ching and others sued Wong Yik and another for an injunction to restrain defendants from allowing their premises in West Street to continue in use as a public latrine for Chinese.

Mr. Robinson (instructed by Mr. Ewens) appeared for the plaintiffs and Mr. Francis, Q.C. (instructed by H. L. Denny), appeared for the defendants. The case was heard on the 22nd, 23rd, and 25th July before the Acting Chief Justice, without a jury.

His Lordship said—The writ in this suit was issued on the 9th January, 1895. The plaintiff, Li Ching, is the registered owner of the land and houses known as Nos. 19 and 21, West Street. No. 21 adjoins the latrine which is situated between Nos. 21 and 25, and No. 19 is next door to No. 21. The plaintiff, Mak Kwok, resides and carries on business on the ground floor of No. 21, West Street, and is a tenant of Li Ching. The plaintiff, Ma Chi Pong, resided and carried on business on the ground floor of No. 19 and was also a tenant, but has left the premises since this action was brought and before the hearing. The material question is whether the annoyance produced by the latrine was and is such as materially to interfere with the ordinary comfort of the plaintiffs, occupiers of Nos. 21 and 19. The latrine in question contains 32 seats, is frequented by probably at least 3,000 persons every day, and is one of a row of houses. A small charge is made for the accommodation, and the defendants derive such profits as accrue from the use of the place as a latrine. In considering whether this latrine constitutes a nuisance with regard to which an injunction ought to be granted, no doubt all the circumstances should be considered. One must bear in mind the locality, the neighbourhood, the habits of the Chinese people of the class that usually reside in the district, and the fact that Chinese people, of a certain class, are by no means fastidious with regard to smells which might be extremely offensive to some Europeans. I am certainly not of opinion that, if due care is taken in the choice of site and with regard to ventilation and surroundings, a latrine must of necessity be a nuisance. I quite agree that, as Vice-Chancellor Knight Bruce said, in *Walter v. Selfe*, 4 De Gex and Smale's Reports, p. 332, "The inconvenience," justifying an injunction, "ought to be more than one of mere delicacy or fastidiousness; it ought to be one materially interfering with the ordinary comfort, physically, of human existence." Now, what are the facts in this case? As usual the evidence is conflicting. This, however, is clear, that the latrine in question is one of a row of small houses in a densely crowded and somewhat narrow street. It was stated by one of the expert witnesses that a latrine ought to have 25 feet clear all round it, and that, then, if properly managed, it would not cause a nuisance, unless in exceptional states of wind and weather. I do not propose to attempt to lay down any hard and fast rule in such cases. Each application must be judged on its own merits, but I may, at least, point out that very little care seems to have been taken in the selection of the site for this particular latrine. Considering the habits of the Chinese, latrines may well be a necessity, but there is no reason why suitable sites for such places should not be selected and due care be taken to prevent them becoming nuisances, materially interfering with the ordinary comfort, physically, of those in the immediate neighbourhood. The two plaintiffs, Mak Kwok and Ma Chi Pong, complained, in writing, to their landlady a few days after the latrine was reopened on 26th December, 1894. They complained also to the rent collector before the writ was issued, and after carefully considering the evidence I believe this action to have been brought *bona fide*, and I find, as a fact, that the stench did, in their cases, amount to a nuisance, at and before the issue of the writ. I find also, as a fact, that the nuisance materially increased with the advent of summer and warm weather. I do not forget the evidence of the barber who testified that he did not mind the latrine, that it did not interfere with his comfort, his appetite or his health, and that his customers did not object to the odour from the latrine, though two of them objected to the smell of the disinfectants recently required to be used. Indeed, the barber stated his business had increased. The barber's experience, however, does not appear to be that of the less fortunate plaintiffs, tenants of Nos. 21 and 19 on the other side of the latrine. The smell (the 32 pans were not covered pans), which several witnesses described as "awful," seems to have been wafted rather in their direction than in the direction of No. 25. One of them, after complaining of it, left No. 19 altogether, and the other, a stationer, stated that he would have left except for the fact that the action was pending and he hoped for relief from the Court, and that he had spent \$150 in disinfectants, and it would cost him \$20 to remove them, even if he could find suitable premises elsewhere. To a Chinaman in a small way of business \$20 represents a far larger sum than to many Europeans. I see no reason to doubt Mr. Leigh's evidence that the tenants of 21 and 19 cannot fail to experience a "sickening stench," worse in summer than in winter, in the case of a latrine situated as this latrine is situated. Mr. Leigh went several times to these premises before giving evidence. I grant, therefore, in this case an injunction to restrain the defendants, their servants, &c., from using or causing or permitting to be used No. 23, West Street as a latrine so as thereby to create a nuisance and annoyance injurious to the plaintiffs or either of them. If any difficulty as to form of decree should unexpectedly arise, I shall be happy to settle it in chambers, but it is really a simple matter. I understand the claim for damages is not pressed, and I allow the plaintiffs their costs, to be paid by the defendants.

26th July.

IN BANKRUPTCY.

BEFORE THE HON. W. M. GOODMAN (ACTING
CHIEF JUSTICE.)RE MAK SAI MUN, alias MAK SY MON
EX PARTE LAU CHIN, A CREDITOR.

Mr. Reece appeared for the petitioning creditor and asked for a receiving order.

Mr. Stephens stated he appeared for a judgment creditor.

Mr. Reece objected that Mr. Stephens had no *locus standi* in these proceedings, which were between the debtor (who did not choose to appear, although served in due course with the petition and with due notice of the proceedings) and the petitioning creditor.

The Acting Chief Justice asked Mr. Stephens whether he could refer to any authority in support of his position.

Mr. Stephens replied he could not and it was, accordingly, decided he had no *locus standi*, though the Court held, as an act of grace, it would hear Mr. Stephens as *amicus curiæ* before the order was made.

Mr. Reece then proved the debt service of petitions, and act of bankruptcy, and that \$600 were in Court available as assets.

Mr. Stephens then urged that it was hard this creditor had delayed till after Mr. Stephens had obtained a judgment in the Summary Court and then by bankruptcy proceedings had endeavoured to deprive him of the fruits of his judgment.

The Acting Chief Justice said that if Mr. Stephens had "received the debt" attached he would have been safe, but under section 38, subsection 2 (d), and the case of *Butter v. Waring*, 27 Q.B.D. p. 182 he was not quite in time to prevent this application being successful. The object of the bankruptcy laws was to procure equal distribution of assets and there was no reason in the circumstances why the receiving order should not be made.

Order made accordingly.

24th July.

IN SUMMARY JURISDICTION.

BEFORE MR. T. SERCOMBE SMITH (ACTING
PUISNE JUDGE.)WON YIK WAN V. CHEUNG KAM TIN AND
CHEUNG CHIN SHI.

This was an action in which the plaintiff sued for \$340.50, money lent to Cheung Chin Shi, and \$9.50 costs.

Mr. Francis, Q.C. (instructed by Mr. Hastings, of Mr. V. H. Deacon's office), appeared for the plaintiffs, and Mr. Phillippo for the defendants.

Mr. Francis said the claim was for money due, being balance of principal and interest borrowed by Cheung Chin Shi, who was the wife of Cheung Kam Tin, and who borrowed the money for the purchase of necessaries. Cheung Kam Tin was comrade to Messrs. Meyer and Co. He was a very wealthy man and had property in Hongkong and also on the mainland of China. The defendants had been married 26 years, but three years ago they quarrelled, and Cheung Kam Tin refused to live with his wife, and for a long time gave her no money for her maintenance. The consequence was that Cheung Chin Shi incurred a considerable number of debts in order to support herself. In 1893 and the beginning of 1894 three actions were brought against Cheung Kam Tin by creditors of Cheung Chin Shi for money lent to her. In two of them Cheung Kam Tin was held liable and judgment was given against him, and one was dismissed on the ground that there had been collusion, and the claim was a false one. Cheung Chin Shi also brought a suit against Cheung Kam Tin for \$1,000 for twenty months' maintenance, but this action was dismissed on 15th December, 1893. At the same time Mr. Ackroyd, then Acting Chief Justice, saw the parties in chambers and it was arranged that Cheung Kam Tin should allow his wife \$40 a month for her maintenance. On the 11th May Cheung Chin Shi saw the plaintiff, and told him she wanted to borrow \$300 or \$400, as she had not enough to live upon, and she required the money for necessaries. He advanced her the money on the understanding that her husband would pay him back.

Evidence was then called in support of this statement.

The plaintiff spoke to seeing the woman at her house in Hollywood Road. He asked her what she wanted the money for, and she said her husband allowed her \$40 a month, but that was not sufficient. She added that her husband promised to pay off all her debts, but he did not do so. He had received five months' interest on the money.

Cross-examined—Witness was sometimes a steward and sometimes a cabin boy. He used to be on the *Empress of Japan*. He was not doing anything now, and received money from his mother. When Cheung Chin Shi came to him first about the money he went and saw his mother in the country and obtained the required amount from her.

Cheung Chin Shi was also called and said that her husband was comrade for Messrs. Meyer and Co. He received about \$3,000 a year, and he had property in Hongkong worth between \$80,000 and \$100,000. She quarrelled with him because he had other women in the house, and she left him in 1892. Up to 1893 no money was given to her, but since 1893 she had received \$40 a month. She was obliged to borrow money from the plaintiff, because she was in want of necessaries.

Mr. Phillippo, for the defence, said that Cheung Kam Tin was not responsible for any debts contracted by his wife. It was arranged by Mr. Ackroyd that she was to have \$40 a month, and the husband could not be held liable if she contracted debts after having that allowance for her maintenance.

His Lordship reserved judgment.

25th July.

His Lordship delivered judgment as follows.—This is an action brought by the plaintiff to recover from defendant a sum of \$340, and interest, lent to defendant's wife for, and expended by her in, the purchase of necessaries during her separation from her husband. It is not disputed that the money was lent by plaintiff to defendant's wife, that it was lent during separation, and lent for the purchase of necessaries, and that it was spent upon necessaries. The only question is whether defendant is liable for this debt incurred by his wife. In order to render defendant liable it lay with the plaintiff to prove that the parties were living apart either on account of the husband's misconduct, the wife being left without adequate means; or by mutual consent, the husband having agreed to pay the wife an allowance but neglected to do so. In either alternative the wife becomes an "agent of necessity" to supply her wants

upon his credit. It is not alleged in this case, that the separation was by mutual consent, but it is maintained that the separation was due to the husband's misconduct, and the misconduct that is alleged is desertion on his part. Lush's "Law of Husband and Wife," p. 320, says, "What amounts to desertion, so as to raise the agency of necessity, does not seem to have been actually laid down. It is conceived that any leaving of the wife without a mutual agreement would be sufficient to create the agency of necessity, unless it was her own misconduct that occasioned the separation." The parties here had been married between 20 and 30 years: in consequence of a law suit, the husband left his wife against her will: complicity in legal proceedings could not constitute misconduct on the part of the wife sufficient to justify desertion by the husband; and I express no opinion whether the insobriety and irascibility imputed to her even if proved would have constituted misconduct in the sense of that term in the quotation from Lush. Having thus found that the living apart was caused by the husband's misconduct alone, it remains to consider whether the wife was left with adequate means or not. The evidence is that after the desertion he provided her at first with \$30 a month and subsequently with \$40 a month, these payments not being regularly made. Was this provision adequate, having regard to the means and position of the husband? The husband acknowledged that he owned property in Hongkong to the value of over \$80,000; he is compradore to Messrs. Meyer and Co., and his wife stated without contradiction that he had further property in Macao and at a place called Sha-mi. I am not called upon to assess what would be an adequate allowance, but I am of opinion that an allowance of \$40 a month is not adequate to support the wife in a manner suitable to her station and the husband's means.

Judgment for plaintiff with costs.

LUNG HOI CHEUNG v. TAI LEE STEAMSHIP COMPANY, LIMITED.

This was an action to recover \$250 damages sustained by the plaintiff in consequence of a collision which took place in the Canton River on the 13th May.

Mr. Gedge appeared for the plaintiff, and Mr. Dennys represented the defendants.

The plaintiff said that on the night of the 13th May he was in charge of his junk near Capsuimoon. There was very little wind blowing, and the junk was moving slowly. He saw a steamer, the *Sing Li*, which was owned by the plaintiffs, coming towards him, and he shouted "Look ahead; there is a vessel here." Joss paper was also burnt, but apparently no one on the steamer took notice of the warning and the junk was struck on the right side and sunk. The steamer then slowed down, lowered two sampans and rescued the crew of the junk. The claim included the following items:—value of junk \$100; cash on board \$30; plaintiff's clothing and personal effects \$35; five piculs of salt fish \$25.

During the cross-examination of the witness, Mr. Dennys consulted with his clients and then with Mr. Gedge, when he announced that the parties had arrived at an agreement and wished to withdraw the suit.

His Lordship agreed to the withdrawal.

25th July.

YUNG YUEN v. G. MURRAY BAIN.

A cook named Yung Yuen sued Mr. G. Murray Bain, editor of the *China Mail*, for \$10 due on account of wages, and for 25 cents for food supplied to defendant's dog.

There was no dispute about the 25 cents.

The plaintiff said he went into Mr. Bain's employ in March last. He left on the 1st July because he had other business, and he called in a substitute. On the 10th July he went for his wages for the month of June, but defendant refused to pay. In answer to his Lordship witness said he did not give notice to Mr. Bain, nor did he leave on the 30th June. On that day he prepared the dinner.

His Lordship said that if plaintiff worked out his full month he was entitled to his wages, although he did not give notice. For not giving notice he could be summoned at the Police Court. Of course if he left before his wages accrued he could not recover them.

Mr. Bain's boy and the new cook were called

and said that the plaintiff left defendant's employ between four and five o'clock on the afternoon of the 30th June. The new cook prepared the dinner, and there was a complaint about it.

His Lordship gave judgment for the plaintiff for 25 cents, and judgment for the defendant on the other amount.

29th July.

J. D. H. S. DOS REMEDIOS v. G. GIRAULT.

The plaintiff claimed \$500 (less \$14.29 for goods supplied to plaintiff) for services rendered to the defendants; and the defendants entered a counterclaim for \$24.63 for goods sold and delivered.

Mr. Dennys appeared for the plaintiff, and Mr. Gedge (of Messrs. Johnson, Stokes and Master's office) represented the defendants.

Mr. Dennys said the claim was brought against the firm of G. Girault, which was the business name of the firm of two brothers—B. Girault and G. Girault. In 1892 the firm was in charge of E. Girault, and the claim was in respect of services rendered to the firm in enabling them to obtain and carry out an order for the Manila Government. There was a verbal agreement between the defendant's clerk named Carnero, whereby the plaintiff was to have one per cent. of the profits. But if his Lordship thought that this agreement was not clearly made out counsel submitted that the plaintiff had rendered services that entitled him to the full amount of the claim. But for plaintiff's services the defendants would have been unable to carry out the three contracts they obtained for supplying granite for the construction of a new port in Manila and for the construction of the principal street. The defendants had a slight knowledge of Spanish, but could not write it. As all the documents connected with the contracts had to be written in Spanish the plaintiff, who was born in Manila, was engaged by Carnero to translate the whole of the documents. He did this work, but when he put in his claim he was continually put off, and this month a claim for \$24.16 was lodged against him for goods supplied.

Plaintiff gave evidence in support of this statement. In cross-examination he said he had not made a demand for the money until the issue of the writ, and he had never had any communication with the defendants in reference to the contracts. He did most of the work in the presence of Carnero for his information, but witness always thought that the translations were also for defendants' information. Counsel then cross-examined him with a view to showing that the work actually done was very small indeed. He admitted that most of the translations were made verbally; the conditions of the contract and one or two letters were translated in writing. He could not give evidence of any contract entered into between the defendants and the Manila Government, nor could he give evidence of the profits that were to be made. He was then asked how he estimated that the profit was \$50,000 and he said he did not know.

In answer to his Lordship witness said he agreed to take one per cent. in May, 1893. Carnero said, "If you will help me to do these things I'll give you one per cent." He did not say anything about the profits. The tender made by Girault to the Spanish Government was for about \$70,000; witness thought the tender was made after May. He could not say how many letters he had written; he had drawn up one form of invoice, one specification, and one circular.

His Lordship—How long did it take you to do all this work in connection with the contracts? Put it all together and tell me how many hours you took over it? Did it constitute a fortnight's work?

Witness—Not so much, my Lord.

His Lordship—Did it constitute ten days' work?

Witness—No; five or seven days' work.

His Lordship—Everything could have been done in five or seven days?

Witness—Yes, including the authorized conditions.

His Lordship—What is your salary?

Witness—\$75 a month.

Several witnesses were called who stated that they had seen the plaintiff translating Spanish for Carnero, and they always understood that the work was for the defendants. One witness said that one day Carnero, when he was in

Manila, read an advertisement which appeared in *El Comercio* stating that Mr. Carnero had full powers to do everything on behalf of Mr. Girault with the Spanish Government in connection with the supply of granite.

Mr. Gedge said that the defendants had never employed the plaintiff in any way, and they did not know of this claim until they sent in theirs for \$24.63. They employed Carnero because he said he understood Spanish, and they did not know that he had been assisted in the correspondence. If they had known that their business had been spread amongst the Portuguese of the colony they would have got rid of him. As a matter of fact he was afterwards dismissed for misconduct, and it was not likely that he would again show his face in the colony.

Mr. E. Girault bore out this statement, and said that Carnero was to act only under the firm's instructions, and he had no right to privately engage the plaintiff. Carnero obtained the situation because he said he knew Spanish. He had to attend to the correspondence. The contract price for the work in Manila was \$175,000.

Cross-examined—Carnero had never told him that Remedios was in want of some money for translating.

Mr. G. Girault gave similar evidence, and counsel on both sides addressed the Court.

In giving judgment his Lordship said—The real question in this case is, by whom was the contract made? The facts point to the conclusion that the contract was not made by Girault, but a clerk spoke to plaintiff and asked him to do certain work and promised to give him one per cent. It is certainly not within the general authority of a clerk to bind his employer for any assistance he may get to carry out his ordinary duties. He is paid to do those duties, and it is not within his scope or authority to bind his employer for anything he likes to pay somebody else to do those duties. There is no evidence before me that any special authority was given to Carnero to enter into the contract with the plaintiff. Judgment is therefore for Girault, with costs.

Mr. Dennys asked his Lordship not to saddle the plaintiff with costs, as somebody ought to pay for the work.

His Lordship—Carnero is the man who ought to pay for it.

Mr. Dennys—I submit that my client should not be made to pay the costs.

His Lordship—Costs go with the issue.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The following is the sixtieth report of the Court of Directors to the ordinary half-yearly general meeting of shareholders, to be held at the City Hall, on Saturday, the 10th August, at noon:—

To the Proprietors of the Hongkong & Shanghai Banking Corporation.

Gentlemen—The directors have now to submit to you a general statement of the affairs of the Bank, and balance sheet for the half-year ending 30th June, 1895.

The net profits for that period, including \$129,663.61 balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$1,743,802.38.

The directors recommend the transfer of \$500,000 from the profit and loss account to credit of reserve fund, which fund will then stand at \$5,500,000.

After making this transfer and deducting remuneration to directors there remains for appropriation \$1,243,802.38, out of which the directors recommend a dividend of one pound and five shillings per share, which will absorb \$144,444.44.

The difference in exchange between 4/6, the rate at which the dividend is declared, and 2/11, the rate of the day, amounts to \$492,110.92.

The balance \$812,217.02 to be carried to new profit and loss account.

DIRECTORS.

The Honourable J. J. Keswick, Mr. J. S. Moses, and Mr. C. J. Holliday having resigned on leaving the colony, the Honourable J. J. Bell-Irving, Mr. M. D. Ezekiel, and Mr. G. B. Dodwell have been invited to fill the vacancies. These appointments require confirmation at this meeting.

Mr. J. Kramer has been appointed Chairman and the Honourable A. McConachie deputy Chairman for the current year.

AUDITORS.

The accounts have been audited by Mr. F. Henderson and Mr. S. G. Bird.

J. KRAMER, Chairman.
Hongkong, 26th July, 1895.

ABSTRACT OF ASSETS AND LIABILITIES ON THE 30TH JUNE, 1895.

LIABILITIES.		\$	c.
Paid-up capital	10,000,000.00		
Reserve fund	5,000,000.00		
Marine insurance account	250,000.00		
Notes in circulation	2,543,171.26		
Deposits:—			
Silver	88,896,069.74		
Sterling, £3,300,107.13/—	30,908,325.32		
	119,804,395.6		
Bills payable (including drafts on London bankers and short sight drawings on London office against bills receivable and bullion shipments)	20,766,669.14		
Profit and loss account	1,763,802.38		
	\$167,123,037.84		

ASSETS.		\$	c.
Cash	44,664,055.59		
Bullion in hand and in transit	6,726,394.02		
Investments, viz.:—			
£250,000.00 2½ per cent. Consols lodged with the Bank of England as a special London reserve	1,900,000.00		
£539,700.00 Consols and other sterling securities	5,054,751.22		
	6,954,751.22		
Bills discounted, loans, and credits	47,650,726.98		
Bills receivable	60,036,316.14		
Bank premises	995,793.89		
Dead stock	100,000.00		
	\$167,123,037.84		

PROFIT AND LOSS ACCOUNT, 30TH JUNE, 1895.

Dr.		\$	c.
To amounts written off:—			
Remuneration to directors	15,000.00		
To dividend account:—			
£1.5/ per share on 80,000 shares=			
£100,000 at 4/6	444,444.44		
To dividend adjustment account:—			
Difference in exchange between 4/6, the rate at which the dividend is declared, and 2/1½, the rate of the day	492,140.92		
To transfer to reserve fund	500,000.00		
To balance carried forward to next half-year	312,217.02		
	\$1,763,802.38		

Cr.		\$	c.
By balance of undivided profits, 31st December, 1894	\$129,665.61		
By amount of net profits for the six months ending 30th June, 1895, after making provision for bad and doubtful debts, deducting all expenses and interest paid and due	1,634,136.77		
	1,763,802.38		
	\$1,763,802.38		

RESERVE FUND.		\$	c.
To balance	5,500,000.00		
	\$5,500,000.00		
By balance, 31st December, 1894	\$5,000,000.00		
By transfer from profit and loss account	500,000.00		
	\$5,500,000.00		

THE HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LIMITED.

The following is the report of the Board of Directors to the ordinary half-yearly meeting of shareholders, to be held at the offices of the Company, on Saturday, the 3rd August, at 12 o'clock noon:—

The Directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 30th June last.

After paying running expenses, salaries, premia of insurance, and all other outgoings, there remains, including \$17,751.86 brought forward from last account, the sum of \$127,065.49 at credit of profit and loss account. From this amount the Directors recommend that a dividend for the half-year of 6 per cent. on capital, or \$96,000, be paid to shareholders, and that the balance of \$31,065.49 be carried forward to new account.

As compared with the corresponding period of 1894 the gross earnings show a slight increase, but the higher cost of coal and stores, and the additional expenses of special insurance against torpedo risk and torpedo pilotage fees have rather more than absorbed the difference. In addition to all this the earnings of the Hongkong-Macao line suffered considerably during the last nine weeks of the half-year in consequence of the outbreak of plague at Macao and the prohibition of immigration of Chinese from that place.

During the six months the steamers *Heungshan*, *Honam*, and *Fatshan* have been docked for overhaul

and Government survey. All the steamers are in good running order. The amount for repairs to wharves is almost entirely for work done to the Company's wharf at Canton.

On leaving the colony Mr. J. J. Keswick resigned his seat on the Board, and the Honourable J. J. Bell-Irving was invited to fill the vacancy, subject to shareholders' confirmation at this meeting.

In accordance with the articles of association the Honourable E. R. Belilios and Mr. J. Kramer retire from the Board of Directors by rotation, and, being eligible, offer themselves for re-election.

Messrs. A. O'D. Gourdin and F. Henderson, the retiring auditors, also offer themselves for re-election.

E. R. BELILIOS, Chairman.

Hongkong, 24th July, 1895.

30th June, 1895. ASSETS.		\$	c.
Value of 4 steamers and 4th of <i>Fatshan</i>	900,000.00		
Value of wharves	20,000.00		
Value of cargo-boat and wharf cargo shed	1,150.00		
Value of iron lighter <i>Sun Lee</i>	10,000.00		
Value of coal and stores	5,116.89		
Value of spare gear	4,133.11		
Value of furniture	750.00		
Value of shares in public companies	176,231.08		
Chinese bonds (at par)	1,034.48		
Loans on mortgage	993,975.00		
Property foreclosed	53,500.00		
Fixed deposits with the Hongkong and Shanghai Banking Corporation	125,000.00		
Cash with the Hongkong and Shanghai Banking Corporation on current account	38,318.21		
Premium on unexpired policies	11,749.56		
Interest accrued to date	3,811.73		
Sundry debtors	9,625.17		
	\$2,354,395.21		

30th June, 1895. LIABILITIES.		\$	c.
Amount of capital, 80,000 shares of \$20 each, fully paid-up	1,600,000.00		
Amount at credit of depreciation and insurance fund	600,000.00		
Amount at credit of equalization of dividend fund	9,000.00		
Unclaimed dividends	4,579.60		
Sundry creditors	13,750.12		
Amount at credit of profit and loss account	127,065.49		
	\$2,354,395.21		

PROFIT AND LOSS ACCOUNT.

30th June, 1895. Dr.		\$	c.
To amount paid for repairs:—			
To steamers	18,951.08		
To wharves	1,045.80		
To lighters	276.83		
	20,273.71		
To directors and auditors' fees	3,251.00		
To balance to be appropriated, viz.:—			
Dividend at 6 per cent. on \$1,600,000	96,000.00		
To be carried to new account	31,065.49		
	127,065.49		
	\$150,589.20		

31st Dec., 1894. Cr.		\$	c.
By amount brought forward from last account	17,751.86		
30th June, 1895.			
By net earnings of steamers	81,428.04		
By interest on investments	40,916.46		
By appreciation of investments in local stocks	10,272.84		
By transfer fees	220.50		
	\$150,589.20		

DEPRECIATION AND INSURANCE FUND.		\$	c.
30th June, 1895. Dr.			
To balance	600,000.00		
	\$600,000.00		

31st Dec., 1894. Cr.		\$	c.
By amount at credit	600,000.00		
	\$600,000.00		

EQUALIZATION OF DIVIDEND FUND.		\$	c.
30th June, 1895. Dr.			
To balance	9,000.00		
	\$9,000.00		
31st Dec., 1894. Cr.			
By amount at credit	9,000.00		
	\$9,000.00		

The *Chuwo Shimbun* hears that Mr. Tejima Eishichi, of Nagoya, and a number of his friends have arranged to establish a gassed cotton yarn mill at Ichinomiya, Aichi Prefecture, and are taking steps for the purchase of suitable machinery and plant. The number of spindles will be 10,000. This is said to be the first gassed yarn mill project in Japan.

RAUB.

The mining manager's report for the four weeks ending the 11th July, 1895, runs as follows:—

Raub Hole Section.—No. 2 Shaft. This is now sunk to a depth of 69 feet below the 120 feet level. The work of sinking is proceeding slowly, owing to the extreme hardness of the ground and the large quantity of water we have to contend with. We are also troubled a good deal with foul air issuing from crevices in the rock. A good deal of time is lost from this cause, as lights cannot be got to burn until the gas eases off each time a fresh fissure is cut. We are still sinking in hard diorite with calospar leaders mixed through it. There is no change in the stopes. We are raising a fair quantity of ore from them, both north and south from the winze. The whole of the faces show fair gold. This is the only work being carried on in this section.

Bukit Koman.—Fair progress is being made with sinking the engine shaft, which is now down 48 feet below the 146 feet level. The ground is blank slate, which is fairly good for blasting, and the water is a little less owing to the dry weather. We have sunk 13 feet and timbered 24 feet during the month.

The stopes are still being extended both north and south and show the same favourable development in both ends. There stopes are now opened out for over 250 feet along the back of the level, and show a lode from 10 to 24 ft. wide the whole distance. The whole of this is being sent to the battery for crushing. There is no change in the prospects, as a month's work shows very little difference in this great lode. All the workings and machinery are in first class order.

Western Lode.—The only work going on here is in the stopes between the north and south winzes and north of the north winze. The lode between the two winzes is looking remarkably well and shows good gold the whole distance, about 200 feet. The stopes north of the north winze do not show so well. The lode varies from 1 to 7 ft. wide and will average 3 ft. the full length of the stopes. A fair amount of crushing stuff has been sent to the mill from these stopes during the month.

Battery.—This has been kept steadily at work during the month. On the 1st inst. a general clean-up took place for a yield of 1,433 oz. 12 grs. of smelted gold from 2,570 tons of ore milled, being an average of 11 dwts. 14 grs. per ton. The following are the proportions crushed from the different sections of the mine. Bukit Koman three-fifths, the remaining two-fifths as follows:—Western lode two-thirds, Raub Hole No. 2 shaft one-third. This is a slight improvement on our last return. You will note a discrepancy in the number of tons given here and that reported by telegram, of 160 tons; this was owing to an error in making up the quantity in a hurry. The mill resumed crushing again on the 3rd inst.

Railway.—Steady progress is being made with the work. I am in the hopes of having the whole formation of the line completed, including bridges and culverts, to Bukit Malacca by the end of this month. We are being greatly delayed with the work for want of railway material. There are now about 220 coolies employed on the work. The boiler of the locomotive is on the ground, and I expect the remainder of it daily.

W. BIBBY.

Mr. W. Bibby returns to Raub to-morrow, says the *Singapore Free Press* of the 19th inst. He expects that in a few weeks from now the railway material now going up via the Bilut will be all in position on the permanent way, which is now ready for the rails. The locomotive is re-erected, and the tip-waggons to be used are a useful lot, picked up cheap in Singapore, of forty, as good as new. Not only will this line to Bukit Koman be able to keep the battery well supplied with stone and do away with the present slow and expensive system of carting by bullock draught, but it will also enable the heavy expenses for carting firewood to be reduced to next to nil, as it will now be possible for the woodcutters to fell trees at any suitable places all along the line and stack their billets at the railway side to be picked up by the waggons and run direct to the battery engine-house. As there are six

boilers going day and night, the consumption of firewood is heavy and continuous; so there will be a saving when the bullock draught is abolished. Bukit Malaka and Bukit Jalil will be quickly developed after the railway is at work, and with the shafts at new Raub and Bukit Koman down another 100 ft. so much stone will be available for crushing from the various faces that there will be several years' work "visible" without going farther afield. At this stage Mr. Bibby hopes to have an electric power installation established of about 500 horse-power, which will entirely put an end to the consumption of firewood, as it will cope with all the pumping and winding gear, run the railway, and light the mines above and under-ground and all the roads and dwellings at no cost at all for power, there being water power enough available at about three miles distance to carry out the whole of the work now done by steam, as well as furnish the lighting. When the time comes for the electric installation the present battery power will have to be greatly increased to cope with the increase in the number of places from which crushing stone will be available. Raub of course is not a Londonderry, or anything like it, but it promises to pay its way in a safe, uniform and sufficiently satisfactory manner, when the development of the existing workings shall have been extended, and the railway electric power facilities shall have superseded the present slow, scanty, and necessarily expensive methods of transit and power supply. The coming cart-road to Ulu Lipis through Raub will abolish the Bilut boat route and thus save money and time in the transit of machinery from Singapore. The future extension of the Selangor railway over much the same route through Ulu Semangko Pass will still further facilitate and cheapen the future development of Raub, which is now ceasing to be a speculation and is becoming a quite safe though but a moderately productive mining property, capable of yielding steady and reasonably satisfactory returns.

MESSRS. BOYD & CO., LIMITED.

The fourth annual general meeting of this Company was held on the 23rd July at the Shanghai Club. Mr. John Prentice presided, and there were present Messrs. Charles W. Hay, James Johnston (Directors), W. H. Poate, J. D. Thorburn, F. J. Marshall, J. Ferrier, and J. Mckenzie (Secretary), representing in all 6,453 shares.

The Chairman—The report and accounts have been in your hands for a few days and with your consent we will take them as read. The result of the year's working, including the amount carried forward from last year and interest on investments, etc., leaves a balance of Tls. 143,652.07 to the credit of the profit and loss account. This, with your permission, we propose, as you will see by the report, to divide as follows:—

	Tls.
1st.—Amount to be added to reserve fund	25,000.00
2nd.—A dividend of Tls. 12 on ordinary shares	93,600.00
3rd.—Amount to be placed to "Maintenance and Depreciation account"	15,000.00
4th.—Balance to be carried to new account	9,758.07
	Tls. 143,358.07

The reserve fund will then stand at Tls. 100,000, and in connection with that I may mention that the founders hitherto have not taken anything. We had the right after declaring a dividend of 12 per cent., which we could easily have done of taking the interest, but we have gone on adding to the reserve fund until it now stands at Tls. 100,000, and in the future I think the founders are entitled to have the interest, supposing we should not use it, but that is a matter for further discussion. With regard to the reserve fund investments, I suppose you have looked at the amount and you will see that interest on it amounts to nearly 8 per cent., within a decimal. You will also notice that there has been an increase in the value of the shares and bonds in which the reserve fund is invested of nearly Tls.

12,000 as compared with the price at which we bought them, but I am afraid in the investment of this year's reserve we shall not be able to get so good an investment, because we were able to buy at a very low rate, and I think you will agree the stocks we hold are all good. There is another thing you will notice, and that is that none of our own stock is held in the reserve fund. In the property account you will see we have made a slight alteration. We formerly included our dock pumping plant in it. This we have now taken out and we have put the dock machinery and pumping plant into the plant account, instead of into property account. These are all the remarks I have to make on the accounts. We have been busy this year and I may mention that our gross earnings have been larger this year than they have ever been, although our net profits have not been as large. We have done a great deal of work for factories ashore; that work is increasing and we hope it will eventually be one of our largest sources of income. Mr. Johnston, one of the directors, retires according to the articles of association. Mr. Thorburn, the auditor, also retires and offers himself for re-election. I have no further remarks to make, but I shall be glad to answer any questions.

Mr. W. H. Poate, in reference to the reserve fund, asked if the directors had taken into consideration whether it would not be advisable to invest it in a new dock. He believed the requirements of Shanghai were rapidly increasing.

The Chairman said that the object of the directors was to build up a large fund in case extensions were required, but it seemed nearly half of it belonged to the founders, but as they were largely interested in the Company they had studied the interests of the Company rather than their own. Eventually the Company would require to build a new dock, and the directors would do all they could to provide that as cheaply as possible. If business went on as it had been increasing lately the Company would have to build a new dock and the directors had had that in contemplation for the last four years—ever since the Company started.

Mr. F. J. Marshall said he presumed the dock could take in any ship, excepting the *Empresses*.

The Chairman said the dock could accommodate any ship that could cross the Bar. The dock was being lengthened, because the German mail steamers might be able to cross the Bar and they wished to be able to accommodate them. The dock now took steamers of 500 feet and they wished to take them up to 560 feet, on angle blocks.

Mr. Marshall said he had noticed there was a large vessel in the dock at the present time.

The Chairman said that was the only dock in Shanghai that could take a ship of that class. He begged to move:—That the report and accounts, as presented, be approved and adopted.

Mr. C. W. Hay seconded and the resolution was carried.

Upon the motion of Mr. W. H. Poate, seconded by Mr. Ferrier, Mr. J. Johnston was re-elected a director.

Mr. J. D. Thorburn was re-elected auditor, upon the motion of Mr. F. J. Marshall, seconded by Mr. W. H. Poate.

The proceedings terminated with a vote of thanks to the Chairman.—*N. C. Daily News*.

DEATH OF DR. R. A. JAMIESON OF SHANGHAI.

It is with very deep regret that we have to announce the unexpected and comparatively sudden death of Dr. R. A. Jamieson, which occurred on the 26th July at his house in Hongkong Road at 1.15 a.m. Shortly after midnight on Wednesday 24th his boy went to his room with a note and found him unconscious. Dr. Paulin was called in and found him suffering from hemorrhage on the brain. He never regained consciousness. He leaves a widow and three sons and three daughters; one son and the eldest daughter, who is herself a widow, are at home. The very deepest sympathy is felt for his family. Dr. Jamieson was born in Ireland, and was apprenticed in 1856, when he was only fourteen years old, to a general practitioner in the south of that island, and subsequently went through the course at Queen's University, Dublin, ending in 1861. He did not qualify, being under age, and then accepted an appointment in the Consular Service in Japan, and was sent to Peking to study the language. In 1862 he came

to Shanghai and started the *Shanghai Recorder*, of which he was Editor. In 1863 he joined the *North-China Herald* as Editor, Mr. R. S. Gundry being sub-editor, and Mr. Colin Jamieson, who afterwards joined the Customs and was murdered by Chinese, at Chefoo some years ago, being on the staff of this paper. In 1865 Dr. Jamieson gave up journalism and went home, and in 1868 took his degree at the Royal College of Surgeons, England, and subsequently the degree of M.D. at Dublin University. He returned to Shanghai in 1868 and has been in constant practice here ever since, being appointed medical adviser to the Customs in 1861. He edited the weekly paper *The Cycle* during that journal's existence. It would be difficult to name any one in Shanghai in the last thirty years with a more acute intellect or a better stored mind than Dr. Jamieson. He was an admirable speaker and writer, and while an able and very busy practitioner, he was essentially a scholar. His wide reading and constant mixing with men of all classes made him a delightful companion, and scholar as he was, there was nothing narrow about him. His opinions were his own and he knew how to defend and how to adhere to them. Some months ago he had a severe attack of blood poisoning, and this had evidently weakened his constitution permanently. He leaves a large number of sorrowing friends and patients, while his death is a very distinct loss to the intellectual life of Shanghai.

The funeral took place last evening, 26th July, at the new cemetery, the Chapel and a wide space round the grave, which is next the beautiful monument erected by Dr. Jamieson to his brother Colin, being thronged with his friends and acquaintances, including a large number of ladies. The service was conducted by the Rev. James Bates, who made a touching address in the Chapel. The coffin was borne to the grave by Messrs. Brunat, Cocker, J. W. Harding, Hippley, George Jamieson, Knights, F. J. Marshall, McBain, and Joseph, the hospital attendant, and was covered with beautiful wreaths and crosses, conspicuous among them being a large one with the Irish harp in evergreens. The chief mourners were Messrs. A. H. Jamieson and A. W. Burkall.—*N. C. Daily News*.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

THE CONDUCT OF THE RIFLE BRIGADE.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR.—With reference to the paragraph appearing in the *Hongkong Daily Press* of July 22nd, 1895, allow me, on behalf of my comrades and the 1st Batt. Rifle Brigade, to have the following inserted in your paper, to let the public see that the Rifle Brigade are not so black as they are painted.

The article printed in the *Hongkong Daily Press* of the above date has been read by me, a private Rifleman, who spent the greatest part of his life in the East End of London. The individual must pause before he says we are compelled to enlist, or that there are men who should be brought to justice in this colony. I do not know whether the individual who wrote the article is responsible for his actions, but if he has the least English blood in him he will apologise for his unmanly remarks concerning the Rifle Brigade, a regiment that has always upheld its reputation wherever it has been, and I think it a scandalous shame to have to read such a thing in a newspaper concerning men who have given the brightest of their days to protecting the interests of such people as he who wrote the article of the 22nd inst.—Allow me to remain, sir, your obedient servant,

F. BERRY.

Private, 1st Battalion Rifle Brigade.
Hongkong, 23rd July 1895.

WHAT HOLDS HONGKONG DOWN.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—You ask why Hongkong should not rival Shanghai as an industrial centre. I reply, the enormous expense and unspeakable badness of its Government, which places restrictions on and gives no facilities to enterprise, and by taxation of double the amount necessary raises the cost of living for both poor and rich to far be-

yond what it is in Shanghai, or Japan, or even Tonkin or Manila. Only that and
NOTHING MORE.
 Hongkong, 27th July, 1895.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

The directors of the Po-kap-kuk having been ordered by the Governor to commence the work of registration of the people in Canton, on the 16th inst. several deputy officers were sent to visit every house in the city and to write down the names and the number of inmates in each. Every lodging house was given a book in which to enter the names of visitors to the house. It is said that owing to the robbery which prevails in the neighbourhood of Canton the Governor was afraid that robbers would make Canton a refuge, so he ordered that the registration must be carried on immediately. It is expected that persons of bad character will not dare to make their appearance in Canton now.

A rich family in Ha-Un-heung, a village in the district of Hok-shan, was a few days ago robbed by a band of more than one hundred, who broke into the house during the night and tied up all the inmates. The robbers after taking all the valuables therein went away without meeting any resistance. The case has been reported to the Canton officers, but up to the present not a single one of the offenders has been discovered.

The military officer named Ng Kwok-wa, who was arrested by order of the Governor for pocketing all the wages belonging to the soldiers who were sent from Canton to Formosa during the war for the protection of the island, was brought to trial the other day. When he was tried he was dressed beautifully, and wore a blue button and gem armlet. He is now locked up in prison, where he will wait for another trial.

A military officer named Li Ka-chenk will start in a few days with some soldiers to visit all the villages to hunt out the people who have been concerned in robberies. It is said that any one found to have committed robbery recently or in the past is to be arrested and beheaded and that no excuse can be accepted, such as that he is now a changed man and that the robbery was committed tens of years ago.

A watch-boat belonging to the district of Shiu-kwan sailed to Ching-Un for repairs. When the repairs were finished, she sailed back to the former place. Just when she passed the place named Ma mui, where there is a salt-tax station, the people of the station called her to stop, to see if there was smuggled salt on board, but she refused. The people of the station then fired on the watch-boat and one man belonging to the boat was killed. The case was reported to the local officers, but it has not been settled yet.

A military officer named Li Ka-chenk gathered all the Anhui soldiers on board a steamer a few days ago to be sent back to the province of Anhui. When the steamer was about to sail, three soldiers jumped overboard into the sea. They were all rescued and on being asked to explain their conduct they said that they had been in Canton a long time and that if they were sent back to Anhui, where they had no friends, they would find it exceedingly hard to obtain a livelihood.

General Feng Ts-tsoi took 2500 soldiers from Canton to Nankin for the protection of the place against the Japanese during the war. Owing to the resumption of peace General Feng sent back 500 soldiers to Canton to be disbanded. It is said that the remaining soldiers will also be disbanded soon.

The *Shenpao's* Newchwang correspondent reports that recently as a native of Kaiping (Regent's Sword) and three companions were returning to their homes after selling their goods at the Newchwang market, they were attacked, when not far from the foreign settlement, by several armed robbers, who forced them to give up their money after wounding one of the travellers severely. They met Mr. Bush and another foreigner, who had their fowling pieces with them and were out after game. They told their story and the foreigners gave chase, eventually succeeding in bringing in two of the thieves, who were handed over to the Japanese and executed.

HONGKONG.

Heavy rains have fallen during the week and the reservoirs contain a plentiful supply of water. General cases of interest have been heard both in the Supreme and Police Courts. On Thursday, the 25th inst., the body of Lieutenant Ommannoy was found in the sea near Shaukiwan, and the Police Magistrate returned a verdict of found drowned. A very successful concert was given at the Mount Austin Hotel on Saturday evening in aid of the Alice Memorial Hospital. A Chinaman attempted to escape from gaol on Tuesday, but he was soon caught.

There were 1,942 visitors to the City Hall Museum last week, of whom 124 were Europeans.

The friends of Mr. Miyakawa, formerly Consul for Japan at this port, who was transferred to Lyons about a year ago, will be glad to learn that he has now been promoted to New York.

On Tuesday a general meeting of the members of the Hongkong Philharmonic Society was held at the City Hall, Mr. Danby presiding. The rules, which were drafted by the hon. secretary, were passed, and the Committee was appointed.

A boy in the employ of Mr. A. C. T. Manners assistant at the National Bank of China, residing in Seymour Road, was fined \$7 at the Police Court on Monday for unlawfully leaving his master's employ. The prisoner was told to clean some silver and instead of doing the work he went away and did not return.

At a licensing meeting held on Tuesday at the Magistracy, present Hon. H. E. Wodehouse and Mr. Findlay Smith, the licence of the Grill Room, Queen's Road Central, was transferred to R. C. Hurley, and the licence of the Western Hotel, Queen's Road, was transferred to Elizabeth Goldberg. There was no police objection in either case. Mr. Grist appeared for the second applicant.

The Catholics of this colony have subscribed to construct a hearse for the burial of destitutes and the poor that are unable to meet the charges of the undertakers here. The carriage will be very soon ready to commence its charitable career, and a Committee, consisting of Messrs. Piu A. Almeida, William Gardner, José M. Alves, and D. A. da Silva (Treasurer), has been appointed to take charge of it temporarily.

There was a stoppage on the tramway on Saturday night, due to the break of one of the cars having been accidentally let go. As usual it acted so well that it was with difficulty it was released. The people who had been attending the concert at Mount Austin Hotel were kept waiting a short time, and began to think that they would have to take chairs or walk down, but fortunately the tram was in working order again before twelve o'clock.

As several churchmen in the Army and Navy have expressed a wish for a Sunday evening service at a later hour than the one at present held in the Cathedral, the Rev. G. R. Vallings, Acting Military Chaplain, and the Rev. S. A. Bayles, Chaplain, R.N., intend (with the consent of the Church Body) having a service at 7.30 p.m. on Sundays, beginning on Sunday next. All seats will be free and the music will be such that the whole congregation can join in it.

Sergeant McIvor has been awarded the first class gold medal by his excellency the Governor for meritorious services in connection with the registration of coolie houses. It was only four months ago that Sergeant McIvor was presented with a bronze medal for his exceptionally good work during the plague, and the fact that he has received the gold medal so soon afterwards speaks well for the high value placed upon his services. Sergeant McIvor is the first of his rank to gain the gold medal, and there can be no question that he has thoroughly deserved the honour.

A writer in the *Japan Gazette* says:—Some light is thrown on the question of England's ammunition reserves by discoveries in India and Weihaiwei. The Chitraws were found to be using English Government ammunition and English rifles. Assuming those supplies to have been stolen, how can one account for the fact that on a party from an English warship examining the ammunition in the fighting tops of the submerged *Tingyuen* they actually found that the Chinese were using English ammunition with the Government marks? I wonder if anyone is getting rich or careless at Hongkong?

On Saturday afternoon Mr. J. M. Armstrong sold by auction, by order of the mortgagee, a valuable leasehold property on Praya West, with the reclamation, the whole of the contribution for the latter having been paid and a Crown lease being obtainable. The property included No. 138, Praya West, having a frontage to the Praya of 14ft. 10in. and a depth of 70ft., No. 21, Sai Wop Lane, having a frontage of 14ft. and a depth of 39ft., and the reclamation, measuring 14ft. 11in. by 160ft. The purchaser was Mr. Lee Li Po, the price paid being \$17,300 which works out to about \$1.33 per foot. Mr. H. L. Denny was the solicitor in the matter.

Two seamen on the P. & O. steamer *Japan* were summoned at the Police Court on Friday for importing and dealing in arms without a licence, contrary to Ordinance 8 of 1895, section 10. They were also summoned for having arms in their possession without a licence, contrary to section 5 of the same Ordinance. The defendants endeavoured to sell a couple of revolvers to hawkers who boarded the ship on her arrival from Shanghai. The hawkers told a detective who was on board, and the detective informed the officials at the P. & O. office. The defendants admitted the offences, and said they bought the revolvers in Antwerp for the purpose of selling them, and they did not know the local law. The Magistrate, Hon. H. E. Wodehouse, fined each defendant \$10.

Though less has been heard about snakes in the Hill District this summer they are by no means extinct, and even that interesting variety the cobra has been seen and captured. On Saturday night, about 11.45 p.m., as Miss Etta Caldwell was ascending the steps to the entrance of the Peak Hospital after returning from the concert at the Mount Austin Hotel, she fancied she saw something black on the step on which she was in the act of setting foot. She called to one of the coolies to strike a match quietly, and meantime she searched for a weapon of attack. While so engaged the snake—for it was an ophidian—began to move off and when Miss Caldwell returned with stick and light she found him half buried in a hole. With assistance from a patient in the Hospital his snakeship was dragged out and proved to be a cobra a little over three feet in length.

There were two fires in Hongkong on Monday. The first one broke out at five o'clock in the morning at 34, Winglok Street, a shop occupied by a dealer in horns, and which was insured with Messrs. Siemssen & Co. for \$5,000. The first and second floors were burnt out, and the ground floor was seriously damaged by water. One of the firemen had a narrow escape, being buried by the fall of a portion of the building, but fortunately one of the beams fell over him in such a way as to afford him protection, and when got out he was found to be only slightly bruised. The second fire occurred in the enclosed area of Tai-pingshan, and was discovered at noon at 3, Station Street. This house, which of course was vacant, was destroyed, as also was part of the adjoining house. It is thought that some coolies sought shelter in the house during the storm and set fire to it while trying to dry their clothes. At both fires the Fire Brigade attended under Hon. Commander W. C. H. Hastings.

At the Police Court on Saturday, before Hon. H. E. Wodehouse, a clerk in the employ of Messrs. W. Robinson and Co., Queen's Road Central, was charged with stealing \$4.50 belonging to his employers. The money was paid to the accused for music supplied to a customer, but he did not pay over the amount or enter the purchase in the cash book. On the following morning the manager, Mr. McCabe, accused him of stealing the money. The prisoner said he could not help it, as he was a kleptomaniac. He was not in absolute need of money, as his parents were in a good position. Mr. McCabe said he had reason for suspecting the accused of committing other thefts. The Magistrate asked prisoner what he meant by saying he was a kleptomaniac. Prisoner said he did not mean that; he took the money, but did not steal it. He admitted not entering the sale in the cash book, but this was very seldom done. Mr. McCabe replied that it was the prisoner's duty to give a receipt and hand the counterfoil to the cashier. The prisoner was remanded, in order that further evidence respecting the other thefts might be obtained.

TIENTSIN.

[FROM OUR CORRESPONDENT.]

11th July.

Li is still here, supposed to be awaiting the return of Mr. Hiyashi from Peking to begin the negotiation of the new Commercial and other treaties. In the capital the Szechuen anti-missionary riots have quite monopolized all attention for the last three weeks. Sir Nicholas O'Connor has been indefatigable in his efforts to bring to the Chinese official mind a sense of the enormity of these outrages and of their serious bearing on the future of China. Everybody here knows that the ineptitude of our policy is due to Downing Street and not to the Minister. If Exeter Hall and the missionary societies at home will work the agitation crank and bring the pressure of a militant evangelicism to bear on the Ministry at home something may be done. As it is, Downing Street simply wires and re-wires to keep things quiet.

The China Merchants' fleet is returning to its old flag and administration. Some eight or ten of the best ships are now "as they were." Much satisfaction is felt among the local shippers at this; when the companies are not pooled the Chinamen have often proved more amenable to reason than their rivals.

Messrs. Butterfield and Swire are responsible for the last new trade departure. They are erecting an enormous godown to the rear of the settlement with a view of taking up the agency of the Standard Oil Company and fighting the Russian oil to the death. The latter is under the aegis of the Princely House.

The "guards" have nearly all left the Legations in Peking. Sir Nicholas O'Connor has still, however, a dozen marines on the premises. A French guard is still here. The queer vagaries of one of its officers almost seriously disturbed the old-time friendly relations between French and American officers. The *Monocacy* after a ten months' tie-up at our bund left us this morning to make up her deferred target practices. Every body hopes she will promptly return, as both officers and crew are greatly appreciated in Tientsin. The ship's company celebrated the Glorious Fourth of July with the most amiable display of spread-eagleism ever seen in the port. The fun was amphibious and included boat races, banquets, the hippodrome, sports, punch, music, and fireworks, all accompanied by boundless good temper and sobriety. The *Swift* and *Chokae* (Japanese) are still with us.

There has been a new departure in Railway Administration. Mr. Wu Jun Pau, the Hongkong and Shanghai Bank comprador, is now a director and has taken advantage of a short spell of power to place the accounts and administration in European hands. The results are amazing: dozens of useless wei-yuans dismissed, incompetency put to flight, and the expenses of maintenance reduced to one third, with greater efficiency all round. The Head Office professes incredulity and wonders how it has all happened. This is the first time in the history of the line that the foreigners have had real power.

The season has been exceptionally cool. We are now in the second week of July and have had no rain for five or six weeks. The river is unprecedentedly low for the season, but is quite navigable. So dry and cool a July has never been known.

Mr. James Keswick has returned from Peking, and is now *en passant*.

13th July.

Count Cassini is here *en passant* for Chefoo, where he will go to recuperate. His Excellency, it will be remembered, was at Chefoo last year *en route* for home on sick leave when the war broke out and constrained his prompt return to Peking.

The great loan question is settled after all to Russia's satisfaction. It is believed in the other legations in Peking that China has agreed to borrow no more money in other quarters during a period of six months. This, if true, portends that Russia will make another bid then. The *quid pro quo* is not yet apparent.

A dastardly attack on the Rev. Dr. Sheffield of Tungechow, this week is in no way connected with anti-foreign feeling; a passionate workman did it to gratify his spite at the reverend gentleman's successful interference in a private quarrel. Dr. Sheffield lies in a critical position; and his dep'tions have been taken. The criminal is in custody.

The British Minister is trying to get the Chinese authorities (1) to summon Liu, the ex-Viceroy of Szechuen, to Peking; (2) to levy the large fine necessary to pay the indemnity on the various prefectural cities where the outbreaks took place.

There is a report here that Sheng Taotai is in trouble in Peking, but we have heard this so often during the last year that an attitude of suspicion is necessary. The belief daily gains ground that Li Hung-chang will return to power and will remain at his old post as Viceroy of the Metropolitan Province.

The rains have at last come, and just in time to interfere with the comfort of gigantic swarms of locusts which appeared two days ago, and are already doing vast damage to the young crops.

MISCELLANEOUS.

Three Europeans died of cholera at Bangkok on the 19th July. They were Antonio Zuliani, of Trieste, an Austrian subject, William Hall, third engineer of the *P. C. C. Kiao*, and Lars Hansen, a Norwegian sailor.

The *Advertiser* learns that the British steamer *Gilsland*, which arrived in Yokohama from London on the 7th inst., has been sold by the agents, Messrs. Sale & Co., to an Osaka firm of shipowners. The *Gilsland* was to leave for Kobe, and after discharging the remainder of her inward cargo was to be duly transferred at that port.

An explosion occurred in the engine room of the captured Chinese warship *Kwang-ping* on her trial trip near the Kiushiu coast on the 1st instant. Five persons were killed and two others were seriously injured. The accident was caused, it is believed, by an admixture of explosives in the coal by the Chinese when they abandoned the ship.

On the 13th instant an exhaustive trial took place at the Kiaugnan Arsenal of several kinds of smokeless powder, made at Lungwha under the superintendence of Deputy Yang, who is now in charge of the Smokeless Powder Works there. The trial, which took place in the presence of Lin Taotai and under the supervision of Mr. N. E. Cornish, of the Arsenal's Ordnance Department, was, the *N. C. Daily News* says, in every respect satisfactory, the powders comparing favourably with those imported from Europe. Liu Taotai, who is the originator of the scheme, is to be congratulated, also the Deputy Yang, to whose energy and intelligence, we are informed, the success is solely due. The plant for making the powder was ordered through Messrs. Buchheister & Co. from Germany.

The *Osaka Asahi* says that the most important line of steam navigation from Japan is the Bombay line, because of its direct bearing upon the spinning industry of this country. The P. & O. Company, it goes on to say, has lately taken an effective step by reducing the freight between Bombay and Shanghai to an almost-nominal sum. The Mill-owners' Union has, it seems, been investigating the matter closely, and collecting evidence touching the competition that is being carried on; the outcome of this enquiry is expected to be a new and comprehensive scheme directed against the foreign company. The *Asahi* puts this still more definitely; it is expected, it says, that a proposal intended to crush down the foreign competition altogether and to ensure a continuance of the service permanently by the N.Y.K. will be made by the Union.—*Hyogo News*.

The *Kobe Chronicle* says:—Mr. Sakaki, manager of the head office of the Nippon Yusen Kaisha, has just returned to Japan from Formosa, where he has been making an investigation with reference to an extension of the company's operations to the island. In an interview with a representative of the *Kobe Yushin Nippo* he said that he had visited Taipeh, Kelung, and Tamsui, but not the southern portion of the island. The Governor-General of Formosa had asked the Nippon Yusen Kaisha to put four steamers on the Japan-Formosa line, in order that a weekly service both ways should be kept up. The vessels will run between Yokohama, Kobe, Bakan, Nagasaki, and Formosa, and it is expected that at first Kelung will be the port in Formosa to which the Japanese steamers will proceed. Mr. Sakaki has a high opinion of Kelung, and believes that it will become a very prosperous port in time.

COMMERCIAL.

TEA.

CANTON, 30th July.—Macao Congons.—Settlement during the past fortnight only amount to 2,000 boxes at Tls. 10½-19 per picul, showing an easy market. Supplies have been very limited, the stocks barely amounting to 2,000 boxes. Scented Capers.—Transactions are reported at 15,000 boxes at Tls. 8½-28 per picul, making a total of 138,000 boxes for the season against 98,000 boxes up to the same time last year. Of these settlements more than half have gone to one buyer at prices much on a par with those ruling a fortnight ago. The market closes weak, yet natives show no anxiety to sell, their stocks not being large. It is generally thought that the export for the season will not be less than that of last year. Scented Orange Pekoes.—No fresh settlements are reported.

SHANGHAI, 26th July.—(From Messrs. Welch, Lewis & Co.'s circular).—The news from the consuming markets is not encouraging, London sales of Black Tea being of a retail character, and New York showing no signs of improvement. No news has been received from Russia. Black Tea.—There is no change to report in this market. Tea-men are not willing to accept buyers' offers, and the settlements reported are consequently small. The stock consists almost entirely of medium second crop Teas, and there is a marked absence of Teas for price, but as the chief demand for common Teas in Hankow is nearly satisfied we may expect larger supplies here shortly.

Settlements reported are:—
Ningchow... 1,794 ½-chts. at Tls. 19 to 23½ a picul.
Keemun ... 780 " " 25 to 26 " "
Hohow 1,258 " " 14.9 to 20½ " "
Wenchow ... 308 " " 16½ to 20½ " "
Oonam 2,264 " " 13.6 to 18½ " "
Oopack 651 " " 15 " "

Total... 7,055 ½-chests.

Stock.—17,037 half-chests, against 23,800 half-chests at same date last year.

Green Teas.—Considerable quantities of Moyunes are detained in the Poyang Lake by contrary winds, and will remain there until the wind changes. This detention is of frequent occurrence with both Black and Green Teas, but mandarin obstructiveness prohibits the use of steam tugs, and native merchants do not yet dare to insist on this obstruction being removed, though they have spent a fair amount of money in trying to effect a change. Choice Teas are wanted here, and will meet with a good demand. Pingsueys.—There has been a fair business passing at last mail's rates. The market closes steady. Local Packed Teas.—The quality has fallen off quite equal to the reduction in price; the demand seems slackening. Country Tea.—Supplies have been to a great extent from the Tienkai districts, and the chief business has been in medium qualities at Tls. 24½ to 27 a picul, or say about last season's opening prices. The Teas show no special points and are only fair average quality, more particularly in water. Many sales are half a tael to one tael under offers once refused, and Teamen are becoming more willing sellers of this class. For some years these Teas were brought to market to be sold for Tls. 19 to 20 a picul; so present rates must be satisfactory to growers. Nearly every chop so far is larger than the corresponding chops of last season, and a considerable increase on last year's crop may be expected. Finest and choice Teas are wanted, and from the few sales reported they promise to rule high in price. Fychows are deservedly neglected, as most of them are wretchedly poor both in leaf and liquor, and the trade would be better without them.

Settlements reported since 12th instant:—

	½-chts.	a picul.
Pingsuey	24,660 at Tls. 15.00 to 34.00	
Moyune	2,150 " 26.00 to 36.50	
Tienkai	6,650 " 21.00 to 38.00	
Fychow	3,782 " 17.25 to 24.00	
Local Packed	1,834 " 17.50 to 20.00	

Total..... 39,076

Total settlements from opening of the market to date:—

	½-chts. against 64,800 ½-chts.	
Pingsuey	75,235 ½-chts.	11,211 " "
Moyune	2,256 " "	5,660 " "
Tienkai	6,650 " "	5,649 " "
Fychow	6,387 " "	5,660 " "
Local Packed... 9,151		

Total 99,679 92,880

Total arrivals to date are:—128,801 ½-chests against 137,600 ½-chests to same date last season.

EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

	1895-96	1894-95
	lbs.	lbs.
Canton and Macao.....	2,996,796	2,280,336
Foochow	8,436,197	8,530,894
Shanghai and Hankow	11,480,835	11,100,403
	22,913,828	21,911,633

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1895-96	1894-95
	lbs.	lbs.
Amoy	4,084,742	3,577,740
Foochow	2,634,556	2,735,162
Shanghai	8,067,173	7,618,409
	14,786,471	13,931,311

EXPORT OF TEA FROM CHINA TO ODESSA.

	1895-96	1894-95
	lbs.	lbs.
Hankow and Shanghai	23,272,007	22,521,578

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1895-96	1894-95
	lbs.	lbs.
Yokohama	16,603,615	14,595,851
Kobe	7,077,501	7,663,393
	23,681,116	22,259,244

SILK.

CANTON, 30th July.—The 4th crop is reported to be progressing well and an outturn equal at least to that of the 3rd crop is expected. Tsatlees.—Bombay buyers are offering \$20/25 per picul lower than last fortnight's rates and local prices have declined in about the same proportion. For Europe, there is nothing doing. Re-reels.—Are very dull at weakening prices. Offers at \$540 for No. 1 Grantreeled have failed to interest buyers and it is probable that, with orders in hand, business could be done at \$5/10 per picul lower. Filatures.—Owing to the high price paid for 3rd crop cocoons, reelers are doing their utmost to uphold values, notwithstanding that the offers made from Lyons for Good Chops rule \$20/30 per picul below the rates asked here. This they are able to do, being under not immediate pressure to sell, but, as stocks accumulate, they will be obliged to give way, and unless the home markets improve, lower prices must intervene shortly. Business has consequently been confined entirely to lower grades.

We quote \$625 paid for Kai Lun Cheong 10/11, \$585 for Wai King Wo 18/22, \$532 for 3rd ordre 10/12 and \$562 1/2 for 3rd ordre 11/13. Buying for America has been limited to one or two houses, who took Miu King Lun 14/16 at \$660, Yu Wo Cheong at \$650, Chung Sun Hang and equivalent at \$630, and Fair 2nd class 14/16 at \$600. Latterly, these have also retired and the market closes without enquiry. Waste.—Very moderate settlements, with practically no change in values. Pierced Cocoons have sold for the Continent at \$58 and \$60. Stocks.—Tsatlees 500 bales. Filature 1,200 bales. We append quotations in Canton, with laying down cost in London and Lyons. Exchange, 6 months' sight, 2/2 1/2 and Fcs. 2.76 per Dollar.

Tsatlees	No. 1 \$490	= 8/10
	No. 2 \$475	= 8/7
	No. 3 \$460	= 8/3 1/2
	No. 4 \$440	= 7/11
	No. 4 1/2 \$425	= 7/7 1/2
	No. 5 \$415	= 7/5 1/2

Filature 1st class 11/13...	\$685
1st " 13/15...	\$675
2nd " 10/12...	\$630 to \$660
2nd " 13/15...	\$610 to \$640
3rd " 10/12...	\$590 to \$620
3rd " 13/15...	\$555 to \$560

Long-reels Lacklow	\$495
Satow	\$465
Re-reeled Lacklow Extra...	\$585
No. 1...	\$540
No. 2...	\$525
No. 3...	\$510
No. 4...	\$490

Mahang	No. 1 \$515	
Punjum Books No. 3 & 4...	\$ 81	= 1/6 1/2
Punjum Waste	\$ 75	= 1/4 1/2
Steam Waste Extra	\$ 88	= 1/7 1/2
No. 1	\$ 66	= 1/3 1/2
Gum Waste No. 1	\$ 80	= 1/5 1/2
No. 2	\$ 61	= 1/1 1/2
Re-reel Waste	\$ 90	= 1/8 1/2
Pierced Cocoons	\$ 58 to \$60	= 1/1 1/2 to 1/1 1/4

Settlements for the fortnight:—

	1895-96.	1894-95.
For Europe ...	300 bales.	250 bales.
For America ...	200 "	80 "
For Bombay ..	120 "	150 "
	[& 100 piculs]	[& 80 piculs]

SHANGHAI, 25th July.—(From Messrs. Cromie and Burkill's circular).—Advices from London dated 23rd inst. report the market "quiet" with unaltered quotations. Raw Silk.—Our market is quiet, but prices remain firm and holders do not appear to be anxious sellers, though the stock in Shanghai is becoming large. Tsatlees.—After a nearly total abstention from buying for over two weeks, purchases have been made to a moderate extent on the basis of Tls. 332 1/2 for Gold Killing. Taysams.—Business has been very small, but prices are firm. Yellow Silks.—Are in good demand at slightly higher rates. Arrivals, as per Customs Returns from the 24th current, are 1,777 bales of White, 1,137 bales of Yellow, and 205 bales of Wild Silk. Re-reels and Filatures.—Re-reels are neglected. Further contracts have been made for Woo-san-dongs Filatures Croisées 1, 2, 3 at Tls. 560, 550, 540, respectively; and Chinese are now asking considerably higher prices for forward contracts. Wild Silk.—Tussah Raws have changed hands at Tls. 142 1/2 to 150, according to merit. Filatures Spinning Girl chop 8 Cocoons have been taken at Tls. 236 1/2. Waste Silk.—Business during the week has been confined to Curlies and Tussah Waste 1 and 2. Of the former a parcel of No. 1 alone was sold at Tls. 67, and transactions in 1, 2, 3 usual proportions have taken place at Tls. 59. Tussah Waste 1 and 2 sold at Tls. 25 1/2 and 21 1/2 respectively. Pongees.—No business reported.

Purchases include:—Tsatlees.—Red Pagoda 3 at Tls. 420, Gold Killing at Tls. 332 1/2, Chay Killing at Tls. 302 1/2, Silver Double Elephant at Tls. 332 1/2, Hemitah Stork Chaying at Tls. 302 1/2. Taysam.—Green Kahing Cicada 1 at Tls. 370, 9/12 Moss Gold Bear Extra 1 at Tls. 245. Yellow Silk.—Tungloh at Tls. 270, Meeyang at Tls. 215 to Tls. 225, Fooyung at Tls. 201 1/2 to Tls. 203 1/2, Wongyi at Tls. 213 1/2, Szechong at Tls. 170 to Tls. 171 1/2. China Filature.—Wo San Dong Croisée No. 1 at Tls. 560, do. No. 2 at Tls. 550, do. 3 at Tls. 540. Wild Silk.—Tussah Raw at Tls. 142 1/2 to Tls. 150. Filature Spinning Girl Chop 8 Cocoons at Tls. 236 1/2.

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1895-96	1894-95
	bales.	bales.
Shanghai	12,042	4,663
Canton	2,887	1,373
Yokohama	460	—
	15,389	6,036

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1895-96	1894-95
	bales.	bales.
Canton	2,349	1,760
Shanghai	1,492	497
Yokohama	876	—
	4,717	2,257

CAMPBELL.

HONGKONG, 31st July.—Holders are rather firmer than they were last week and prices show a slight recovery. Quotations for Formosa are \$47.25 to \$47.50. During the past week sales have been 100 piculs.

SUGAR.

HONGKONG, 31st July.—Prices again show a slight advance. Following are the quotations:—Shekloong, No. 1, White... \$7.22 to 7.24 per picul. do. " 2, White... 6.80 to 6.83 " do. " 1, Brown... 4.75 to 4.80 " do. " 2, Brown... 4.62 to 4.65 " Swatow, No. 1, White... 7.18 to 7.20 " do. " 2, White... 6.75 to 6.78 " do. " 1, Brown... 5.45 to 5.47 " Swatow, No. 2, Brown... 4.35 to 4.38 " Foochow Sugar Candy

MISCELLANEOUS EXPORTS.

The American ship *Santa Clara*, Hongkong to New York, 17th July, took:—2,692 rolls Matting, 1,500 cases Cassia Ligna, 974 bales Rattanware, 963 bales Strawbraid, 600 boxes Saigon Cassia, 262 cases Fans, 209 cases Chinaware, 203 bales Wool, 100 cases Paper, 70 cases Woodware, 50 cases Essential Oil, and 1,654 packages Merchandise. From Shanghai:—1,675 bales Sheepswool, 830 bales Strawbraid, 25 bales Goat-skin-rugs, and 24 packages Merchandise.

The German steamer *Erato*, Hongkong to Havre, 17th July, took:—60 bales Canes, 47 cases Chinaware, 10 packages Bamboo Fans, 6 cases Human Hair, 2 packages Samples, 1 case Enamelware, and 1 case China Paper; for Havre option Hamburg:—1,000 bales Broken Cassia, 10 cases Chinaware, 8 boxes Cassia Oil, and 4 cases Bambooware; for Havre option Hamburg option London:—1,598 boxes Camphor; for Hamburg:—1,501 packages Tea, 185 boxes Camphor, 178 packages Canes, 137 rolls Matting, 100 bales Chinacoot, 80 bales Rattan Shavings, 20 bales Feathers, 17 bales Split Bamboos, 14 bales Goat-rugs, 11 crates Rattan Chairs, 10 cases Bristles, 10 boxes Cassia Oil, 8 packages Sundries, 5 cases Ginger, 3 cases Brassware, and 2 packages Samples; for Hamburg option London:—15 cases Bristles.

The German steamer *Bayern*, Hongkong to Bremen, 23rd July, took:—5 cases Cigars, 3 cases Silk Goods, 269 rolls Matting, 17 cases Sundries, 20 cases Merchandise, and 1 chest Tea; for Singapore:—2 cases Cigars; for London:—25 boxes Essential Oil; for Alexandrette:—20 boxes Glass Bangles; for Beyrouth:—10 boxes Glass Bangles; for New York:—14 cases Grass Cloth; for Genoa:—20 1/2 chests Tea, 56 rolls Matting, 1 case Merchandise, and 200 bales Waste Silk; for Amsterdam:—17 rolls Matting, 3 cases Ginger, 1 box Tea, 25 cases Canes, 10 cases Teasticks, and 2 cases Merchandise; for Antwerp:—53 chests Tea, 43 bales Rattancore, 40 bales Tobacco, 204 rolls Matting, 23 cases Merchandise, and 256 bales Bamboo Scraps; for Lisbon:—8 packages Tea and Chinaware; for Hamburg:—600 packages Fire Crackers, 4 bales Bamboo Mats, 16 cases Merchandise, 187 bales Feathers, and 3 cases Tea; for Lyons:—1 roll Matting and 10 bales Raw Silk; for Milan:—14 bales Waste Silk.

The steamer *Saghalien*, Hongkong to Continent, 24th July, took:—145 bales Raw Silk, 11 bales Hair, 11 cases Silk Piece Goods, 10 cases Essential Oil, 4 cases Glass Bangles, 3 cases Curios, 3 cases Ilang Ilang, 4 cases Sundries, and 2,117 packages Tea; for London:—55 bales Waste Silk.

The steamer *Glenesk*, Hongkong to London, 25th July, took:—4,748 packages Tea (57,078 lbs. Scented Caper, 34,818 lbs. Congou, 2,100 lbs. Scented Orange Pekoe), 800 casks Soy, 112 drums Composition, and 13 cases Private Effects.

OPIUM.

HONGKONG, 31st July.—Bengal.—There has been a further decline during the period under review, New Patna closing at \$705 to \$707 1/2, Old at \$710, New Benares at \$698 1/2, and Old at \$690.

Malwa.—Very old descriptions have improved in value, other qualities remaining unaltered. The following are the latest figures:—New

Persian.—There has not been much doing in this drug and prices are unaltered. Oily descriptions are quoted at \$690 to \$720, and Paper-wrapped at \$750 to \$820 according to quality. To-day's stocks are as under:—New Patna.....2,110 chests. Old Patna.....76 " New Benares.....520 " Old Benares.....344 " Malwa.....706 " Persian.....894 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1895.	\$	\$	\$	\$	\$	\$
July 24	710	712 1/2	702 1/2	700	690	710/730
July 25	710	712 1/2	703 1/2	700	690	710/730
July 26	710	712 1/2	702 1/2	700	690	710/730
July 27	707 1/2	710	702 1/2	695	690	710/730
July 28	707 1/2	710	702 1/2	695	690	710/730
July 29	707 1/2	710	700	690	690	710/730
July 30	705	710	697 1/2	690	690	710/730
July 31	705/700 1/2	710	698 1/2	690	690	710/730

COTTON.

HONGKONG, 30th July.—The market remains almost unchanged and only a hand to mouth demand exists for Bengal. Small parcels of Chinese command fairly good rates. Stocks: 300 bales Bengal, etc., 132 bales Persian, and about 500 bales Chinese.

Bombay	\$13.00 to 16.00 p. picul.
Kurrachee	13.00 to 16.00 "
Bengal, Rangoon, and }	13.00 to 17.00 "
Dacca,	13.00 to 17.00 "
Shanghai and Japanese..	18.00 to 19.00 "
Tungchow and Ningpo..	18.00 to 19.00 "
Madras	16.00 to 18.00 "

Sales: 186 bales Bengal, Rangoon, and Dacca; 400 bales Shanghai and Japanese, Tungechow and Ningpo.

RICE.

HONGKONG, 31st July.—A better demand having been experienced from Canton, prices have advanced a little. Closing quotations are:—

	per picul.
Saigon, Ordinary	\$1.98 to 2.00
Round, good quality	2.30 to 2.32
Long	2.40 to 2.43
Siam, Field, mill cleaned, No. 2 ..	2.00 to 2.05
Garden, " No. 1 ..	2.42 to 2.45
Siam White	2.90 to 2.93
Fine Cargo	3.11 to 3.14

COALS.

HONGKONG, 31st July.—Small sales reported. Quotations are:—

Cardiff	\$12.00 to 13.00 ex ship, nominal.
Australian ..	7.25 to 7.50 ex ship, nominal.
Milke Lump...	6.75 to — ex ship, nominal.
Milke Small...	5.75 to 6.00 ex ship, nominal.
Moji Lump ..	5.25 to 6.00 ex ship, nominal.
Kebao Lump...	6.50 to 7.00 ex ship, nominal.
Kebao Small...	4.00 to 4.50 ex ship, nominal.

MISCELLANEOUS IMPORTS.

HONGKONG, 30th July.—Amongst the sales reported are the following:—

YARN AND PIECE GOODS:—*Bombay Yarn*.—725 bales No. 10 at \$66 to \$71, 1,045 bales No. 12 at \$68.50 to \$77, 25 bales No. 16 at \$89.50, 665 bales No. 20 at \$81 to \$85. *Grey Shirtings*.—300 pieces 8½ lbs. Red Cock at \$32½, 250 10 pieces Blue 5 Men at \$3.67½. *White Shirtings*.—500 pieces X 8 at \$3.98, 500 pieces X 9 at \$4.25, 250 pieces No. 900 at 3.80, 750 pieces S.Q. at \$4, 250 pieces S.S. at \$4.25, 250 pieces Flower Chop at \$4.55, 250 pieces Fan Chop at \$4.90, 500 pieces Gold Dragon at \$5, 750 pieces N 1 at \$5.50, 90 pieces N 2 at \$5.82½, 500 pieces S.Q. at \$4, 250 pieces Blue Dragon at \$4.68, 250 pieces No. 400 at \$3.25, 500 pieces No. 500 Cat Head at \$3.20, 250 pieces No. 600 at \$4. *T-Cloths*.—200 pieces 6 lbs. Bombay at \$1.57½, 900 pieces 8 lbs. Mex. Hunter and S.C.C. at \$2.86, 600 pieces Red Stag at \$2.50, 2,100 pieces 8 lbs. Mex. Red Stag at \$2.50, 1,500 pieces 7 lbs. Red Dragon at \$1.96, 375 pieces Silk Pheasant at \$1.75, 1,600 pieces 8 lbs. Gold Vase at \$2.95, 1,200 pieces W. at \$2.67½. *Drills*.—300 pieces 16 lbs. Large Eagle at \$5. *Turkey Reds*.—100 pieces 5 lbs. Clock at \$3.15. *Spanish Stripes*.—120 pieces assorted at \$0.25½.

Metals.—Iron.—35 tons Scrap at \$2. Tin.—300 slabs Siam at \$35.50 to \$36.20. *Quicksilver*.—45 flasks at \$120.50.

SHANGHAI, 25th July.—(From Mr. G. W. Noel's report.)—Quietness has continued to be the prevailing feature of our market, but appearances point to an early termination of the spell that has been over it for the past three or four weeks. Enquiries are much more general, the Tientsin buyers, especially, anticipating a spurt within the next ten days or a fortnight. That appears to be the most hopeful market at present, notwithstanding the drought impending in the north owing to the very unseasonable weather, which would certainly have a terribly depressing effect on a trade just recovering from the natural consequences of the of the war. The rains that should be falling in the Northern Provinces have, apparently, been diverted to the Yangtze valley, the freshets and floods caused thereby seriously impeding business in that direction, according to all accounts. Deliveries, however, are going on in a very satisfactory manner, few importers having much to complain of on that score, many descriptions being taken away from the ship's side immediately on arrival. The firmness of holders, and the gradually weakening exchange, have helped to steady up the market, which is perhaps more conspicuously shown by the course of prices at the auctions, the private sales reported being few and far between. There appears to be some little hitch in the trade with Vladivostok at present that is causing a good deal of annoyance to the principal dealers with that port. Apparently some irregularities in shipments thence have been discovered by the Customs authorities here and they are withholding the duty drawbacks for a considerable amount, much to the inconvenience of shippers and importers of certain classes of goods here generally.

Metals.—(From Mr. Alex. Bielfeld's report.)—26th July.—Since my last the market has been very dull. Nothing of importance has been done. *Metals*.—Contracts are reported for:—50 tons Belgian Flat Bar Iron, private terms. 500 boxes Scotch Bamboo Steel, private terms. Scrap Material.—Sales have been made as under:—25 tons Cobble Tls. 2.22½; 25 tons Old Funnel Plates 72/- c.i.f. &c.; 25 tons Steel Plate Cuttings 83/- c.i.f. &c.; 25 tons Telegraph Wire 76/- c.i.f. &c.

JOINT STOCK SHARES.

HONGKONG, 31st July.—The market continues to rule dull and inactive and we have no business of importance to report. Rates continue steady.

BANKS.—Hongkong and Shanghai remain neglected at 179 per cent. prem. to 180 per cent. prem. and beyond a few very small sales at those rates we have nothing to report. Nationals have again changed hands at \$26, and sales of founders are reported at \$80 and \$110.

MARINE INSURANCES.—Small sales have been effected of China Traders at \$70, Cantons at \$167½ and \$170, North Chinas at Tls. 190, Straits Marines at \$19½ and \$20, and Unions at \$172½.

FIRE INSURANCES.—Hongkong Fires have ruled steady and in demand at \$220 without finding sellers; \$225 would doubtless be paid for shares if forthcoming. Chinas after again changing hands at \$82 and \$81½ close steady at former rate.

SHIPPING.—Hongkong, Canton, and Macao at \$31½ have found small buyers and close steady at that. Douglas's have changed hands at \$53, closing with probable buyers. Indo-Chinas have ruled neglected at \$46 nominal.

REFINERIES.—China Sugars were enquired for during the early part of the week under review at \$104 and \$105 and small sales were effected, but the demand was not maintained and shares could probably be obtained now at latter rate. Luzons continue neglected.

MINING.—Punjoms have continued to rule neglected and weak with small sales at \$4.90. Balmorals have been on offer without finding buyers at \$5.90 and close weak. Charbonnages have changed hands at \$125 and more shares are offering at the rate. Other mining stock has been neglected.

MISCELLANEOUS.—Lands continue steady with sales at \$57½. Docks have ruled weak at \$101 with no business. Ropes have advanced to \$130, and close at that after sales at \$27½ and \$129. Watsons continue at \$9.75, and Electrics after further sales at \$4.75 close steady at \$5.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATIONS
Banks—		
Hongkong & S'hai.	\$125	180 p. ct. pm.
China & Japan, prf.	...	nominal
Do. ordinary	£1	nominal
Do. deferred	£1	nominal
Natl. Bank of China—		
B. Shares.....	£8	\$26, sales
Foun. Shares.....	£1	nominal
Bell's Asbestos E. A.	15s.	\$10, sellers
Brown & Co., H. G.	\$50	3, buyers
Campbell, Moore & Co.	£1	\$2
China Sugar	\$100	\$105, sales
Chinese Loan '86 E.	Tls. 250	2 p. ct. pm.
Dakin, Cruickshank & Co.	\$5	\$1
Dairy Farm Co.	\$10	\$7
Fenwick & Co., Geo.	\$25	\$15
Green Island Cement	\$0	\$10½, sales
H. Brick & Cement.	\$12.50	\$7, sellers
H. & C. Bakery	\$5	\$36
Hongkong & C. Gas.	£10	\$115
Hongkong Electric...	\$8	\$5, sales & sellers
H. H. L. Tramways.	\$100	70, buyers
Hongkong Hotel.....	\$50	6
Hongkong Ice.....	\$25	\$82, ex div. [sellers
H. & K. Wharf & G.	\$50	\$40, ex div. sales &
Hongkong Rope.....	\$50	\$13½, sales & buyers
H. & W. Dock.....	\$125	101 p. ct. pm., sellers
Insurances—		
Canton	\$50	\$170, sales
China Fire	\$20	\$82, buyers
China Traders' ..	\$25	\$70, sales & sellers
Hongkong Fire ..	\$50	\$225, sales
North-China	£25	Tls. 190 buyers
Straits	\$20	\$20, sales
Union	\$5	\$172½, sales & buyers
Yangtze	\$60	55, sellers
Land & Building—		
H. Land Investm't	\$50	\$57½, sales
Humphreys Estate	\$10	8
Kowloon Land & B.	\$30	\$10½, sellers
West Point Buildg.	\$40	\$18½, sellers
Luzon Sugar	\$100	\$45
Mining—		
Charbonnages	Fcs. 500	\$125, sales & sellers
Jebeu	\$5	\$3.30, buyer
New Balmoral.....	\$3	\$5.9, sales & sellers
Punjom	\$3½	\$4.90, sale & sellers
Do. (Preference)	\$1	\$1.40, sales
Raub	13s. 10d	\$4.30, buyers
Steamship Coys.—		
China & Manila ..	\$50	\$62½, sales
China Shippers ..	£5	£21.6
Douglas S. S. Co...	\$50	\$53, sales
H. Canton, & M...	\$20	\$31½, sales
Indo-China S. N...	£10	\$45, sales
W'chai Wareh'se Co.	\$37½	\$37½, buyers
Watson & Co., A. S...	\$10	9½, sales & buyers

CHATER & VERNON Share Brokers.

SHANGHAI, 26th July:—(From Messrs. J. P. Bisset & Co.'s Report.)—**Banks.**—Hongkong and Shanghai Banking Corporation.—The market has been dragging during the week, and the only business reported is at 181 and 179 per cent. premium. Our latest quotation from Hongkong is buyers at 180 per cent. premium. The London rate is given as £43½ to £44. National Bank of China shares have changed hands in Hongkong at \$27. **Shipping.**—Shanghai Tug Boat shares have been placed at Tls. 135, and Indo-China S. N. shares at Tls. 35 ex dividend. There are sellers of the latter at the same rate. **Docks.**—The meeting of shareholders in Boyd & Co. declared a dividend of Tls. 12 per share, which was paid on the 24th. Shares in S. C. Farnham & Co. have been sold at Tls. 150 and Tls. 152½. Hongkong and Whampoa Dock shares are offering at 106 per cent premium. **Marine Insurance.**—North-Chinas have been placed at Tls. 190 and Tls. 195, and Yangtszes at \$94 cash and \$95 for the 31st current. **Fire Insurance.**—Hongkongs are unchanged. Chinas have been placed, and are obtainable, at \$82½. **Mining.**—Shares in the Raub Australian Gold Mining Co., with 18/6 paid up, have changed hands at \$4.20, and Punjoms at \$5.50. Shanghai Cargo Boats shares have been placed at Tls. 165. **Miscellaneous.**—The Shanghai Waterworks Co. paid to-day an interim dividend of 3½ per cent., equal to 13/0 at exchange 3/0½ = Tls. 4.30. We quote the shares Tls. 177½ ex dividend. China Sugar Refining shares were placed at \$102½, Hall & Holtz shares at \$20, Shanghai Land Investment shares fully paid up at Tls. 58, and Tls. 30 paid up at Tls. 37.10, both ex dividend. J. Llewellyn & Co. shares at \$30, Shanghai Horse Bazaar shares at Tls. 48, Shanghai-Langkai Tobacco shares at from Tls. 200 to Tls. 250 cash, and Tls. 210 to Tls. 260 for 31st December, and Ewo Cotton Spinning shares, Tls. 25 paid up, at Tls. 27½. The capital of the Shanghai-Sumatra Tobacco Co. is now divided into 6,500 shares of \$20 each. Five of the new shares were given in exchange for each of the old shares. New shares were sold at Tls. 110 cash, Tls. 110 for 31st August, and Tls. 115 for 30th September. **Loans.**—Shanghai Land Debentures of 1892 were placed at Tls. 93 plus the accrued interest, and Debentures of 1894 at Tls. 100. The whole issue of Tls. 250,000 has now been made of the 6 per cent. Debentures.

WEDNESDAY, 31st July.
CLOSING QUOTATIONS.
EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	2 1½
Bank Bills, on demand.....	2/1½
Bank Bills, at 30 day's sight	—
Bank Bills, at 4 months' sight	2/1½
Credits, at 4 months' sight.....	2/2
Documentary Bills, 4 months' sight	2/2½
ON PARIS.—	
Bank Bills, on demand.....	2.63
Credits, at 4 months' sight	2.74
ON GERMANY.—	
On Demand	2.16
ON NEW YORK.—	
Banks Bills, on demand.....	52
Credits, 60 day's sight.....	53½
ON BOMBAY.—	
Telegraphic Transfer	195½
Bank, on demand	195½
ON CALCUTTA.—	
Telegraphic Transfer	195½
Bank, on demand	195½
ON SHANGHAI.—	
Banks, at sight	71½
Private, 30 day's sight	72½
ON YOKOHAMA.—	
On demand	par.
ON MANILA.—	
On demand	4½ % pm.
ON SINGAPORE.—	
On demand	par.
SOVEREIGNS, Bank's Buying Rate.....	\$9.23
GOLD LEAF, 100 fine, per tael	47.70

TONNAGE.

HONGKONG, 31st July.—During the past fortnight rates in all directions have ruled low, with but little demand.

From Saigon to Hongkong the rate dropped to 7 cents per picul, but at the close there is a slight demand for medium-sized steamers at 8 cents per picul.

From Bangkok there is no enquiry, the rate is nominally 10 cents and 15 cents inside and outside the bar.

Newchwang rates to Canton have further declined to 20 cents per picul, at which there is but little demand.

From Saigon to Philippines there is an enquiry for small carriers at 20 cents per picul.

Japan coal freights rule weak at \$1.60 to \$1.65 to this; for Singapore one settlement is reported at \$2.25, which seems to have satisfied the demand.

There is scarcely any enquiry for sailing tonnage hence for New York, and rates remain as last reported.

The British iron ship *Tasmania*, 2,083 tons, left in ballast for San Francisco and the British steel barque *Lord Brassey* is reported leaving also in ballast for Tacoma.

There are two vessels disengaged in port, registering 974 tons.

The following are the settlements:—

Benvenue—British steamer, 1,468 tons, hence to Yokohama and Kobe, \$3,500 in full; thence Moji to Hongkong, \$1.70 per ton.

Drayton—British steamer, 1,259 tons, Karatsu to Singapore, \$2.25 per ton.

Paoting—British steamer, 1,088 tons, Newchwang to Canton, 23 cents per picul.

Hunan—British steamer, 1,158 tons, Newchwang to Canton, 20 cents per picul.

Piccola—German steamer, 875 tons, Iloilo to Hongkong, \$3,200 in full.

Sabine Rickmers—German steamer, 690 tons, Saigon to Iloilo, 20 cents per picul; thence to Hongkong, sapanwood, 40 cents per picul.

Chunshan—British steamer, 1,232 tons, Saigon to Hongkong, 7 cents per picul.

Rio—German steamer, 1,104 tons, Saigon to Hongkong, 9 cents per picul.

China—German steamer, 1,093 tons, Saigon to Hongkong, 8 cents per picul.

Triumph—German steamer, 674 tons, monthly, 6/6 months, \$1,600 per month.

Holstein—German steamer, 1,103 tons, monthly, 9 months, \$5,500 per month.

Wuotan—German steamer, 1,016 tons, monthly, 24 months, \$4,700 per month.

VESSELS ON THE BERTH.

For LONDON.—*Ningchow* (str.), *Glenartney* (str.), *Radnorshire* (str.), *Aden* (str.).

For HAMBURG.—*Hertha* (str.).

For BREMEN.—*Preussen* (str.).

For MARSEILLES.—*Yarra* (str.).

For VANCOUVER.—*Empress of China* (str.).

For VICTORIA, B.C.—*Tacoma* (str.).

For SAN FRANCISCO.—*Lyndhurst*, *Coptic* (str.).

For PORTLAND.—*Chittagong* (str.).

For NEW YORK.—*George F. Manson Belmont*, *Fohng Sney*, *Siam*, *Fort Stuart*, *Annandale* (str.).

For AUSTRALIA.—*Chingtu* (str.).

SHIPPING

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

ARRIVALS.

- July—
24, *Oxus*, French str., from Marseilles.
24, *Namoa*, British str., from Swatow.
24, *Choysang*, British str., from Shanghai.
24, *Activ*, Danish str., from Pakhoi.
24, *Memnon*, British str., from Sandakan.
24, *Oceana*, German str., from Hamburg.
24, *Siam*, British str., from Yokohama.
24, *Moldava*, British str., from Hongay.
25, *Bygdo*, Norwegian str., from Canton.
25, *Oscarshol*, Norwegian str., from Canton.
25, *Pallas*, British str., for Kutchinotzu.
25, *Bulmont*, British bark, from Shanghai.
25, *Donar*, German str., from Bangkok.
25, *Bengloe*, British str., from London.
26, *Tamsui*, British str., from Chefoo.
26, *Kutsang*, British str., from Calcutta.
26, *Thales*, British str., from Taiwanfoo.
26, *Lyndhurst*, British 4-m. ship, from Batavia.
26, *Chusan*, German str., from Canton.
26, *Rohilla*, British str., from Bombay.
26, *Yuensang*, British str., from Manila.
26, *Shantung*, British str., from Sourabaya.
27, *Alice Mary*, British bark, from Bangkok.
27, *Phra Nang*, British str., from Swatow.
27, *Transit*, Norw. str., from Vladivostok.
27, *Haitan*, British str., from Coast Ports.
27, *Frejr*, Danish str., from Pakhoi.
27, *Chiyuen*, Chinese str., from Shanghai.
27, *Luebeck*, German str., from Saigon.
27, *Bisagno*, Italian str., from Bombay.
27, *Linnat*, British gunboat, from a cruise.
28, *Ching Ping*, Chinese str., from Canton.
28, *Choysang*, British str., from Canton.
28, *Marie Jebson*, German str., from Bangkok.
29, *Merionethshire*, British str., from Amoy.
29, *Taicheong*, German str., from Aroe Bay.
29, *Progress*, German str., from Tournon.
29, *Alcedo*, British 4-m. bark, put back.
30, *Coptic*, British str., from San Francisco.
30, *Ancona*, British str., from Japan.
30, *Lifoo*, German str., from Shanghai.
30, *Tritos*, German str., from Saigon.
30, *Hertha*, German str., from Kobe.
30, *Auroia*, Austrian cruiser, from Singapore.
30, *Rosetta*, British str., from Shanghai.
30, *G. F. Manson*, Amr. bark, from Singapore.
30, *Peramita*, Amr. snip, from Melbourne.
31, *Lyeemooon*, German str., from Shanghai.
31, *Nanyang*, German str., from Chinkiang.

- 31, *Hailoong*, British str., from Tamsui.
31, *Chingtu*, British str., from Kobe.
31, *Geo. S. Homer*, Amr. bk., from C. Town.
31, *Preussen*, German str., from Bremen.
31, *Taisang*, British str., from Shanghai.
31, *Kong Beng*, British str., from Bangkok.
31, *Breconsire*, British str., from London.
31, *Telamon*, British str., from Shanghai.

July—

- 24, *Kitty*, British bark, for Tamsui.
24, *Bullmouth*, British str., for London.
24, *Menmuir*, British str., for Australia.
24, *Fidelio*, German str., for Yokohama.
24, *Elax*, British str., for Shanghai.
24, *Ask*, Danish str., for Hoihow.
24, *Empr. of Japan*, British str., for Vancouver.
24, *Pakshan*, British str., for Swatow.
24, *Saghalien*, French str., for Europe.
24, *Canton*, British str., for Shanghai.
24, *Choysang*, British str., for Canton.
24, *Diomed*, British str., for Amoy.
24, *Ghazee*, British str., for Shanghai.
24, *Glenesk*, British str., for London.
24, *Kwanglee*, Chinese str., for Shanghai.
24, *Oxus*, French str., for Shanghai.
24, *Ormiston*, British str., for Kobe.
24, *Sungkiang*, British str., for Manila.
25, *Linnat*, H.B.M. gunboat, for a cruise.
25, *Framnes*, Norwegian str., for Bangkok.
25, *Keong Wai*, British str., for Bangkok.
25, *Ethiope*, British steamer, for Kutchinotzu.
25, *Moldava*, British str., for Amoy.
26, *Mascotte*, British str., for Shanghai.
26, *Activ*, Danish str., for Pakhoi.
26, *Namoa*, British str., for Swatow.
26, *Bygdo*, Norw. str., for Chinkiang.
26, *Hanoi*, French str., for Hoihow.
26, *Pallas*, British str., for Swatow.
26, *Eugenie*, Amr. sch., for Yap.
27, *Tamsui*, British str., for Canton.
27, *Benvenue*, British str., for Yokohama.
27, *Phra Chom Klao*, British str., for Bangkok.
27, *Alcedo*, British ship, for San Francisco.
27, *Chusan*, German str., for Shanghai.
27, *Japan*, British str., for London.
27, *Lightning*, British str., for Calcutta.
27, *Memnon*, British str., for Kndat.
27, *Oceana*, German str., for Yokohama.
27, *Oscarshol*, Norw. str., for Bangkok.
27, *Rohilla*, British str., for Shanghai.
28, *Chiyuen*, Chinese str., for Canton.
28, *Continental*, Dutch str., for Swatow.
28, *Phra Nang*, British str., for Bangkok.
28, *Siam*, British str., for Yokohama.
28, *Santa Cruz*, British sch., for Yap.
28, *Thales*, British str., for Swatow.
29, *Bengloe*, British str., for Nagasaki.
29, *Glamorganshire*, British str., for London.
30, *Choysang*, British str., for Shanghai.
30, *Sishan*, British str., for Swatow.
30, *Wuotan*, German str., for Amoy.
31, *China*, German str., for Saigon.
31, *Chingping*, Chinese str., for Chefoo.
31, *Choysang*, British str., for Shanghai.
31, *Frejr*, Danish str., for Hoihow.
31, *Lifoo*, German str., for Canton.
31, *Lyeemooon*, German str., for Canton.
31, *Nanyang*, German str., for Canton.
31, *Peru*, Amr. str., for San Francisco.

PASSENGER LIST.

ARRIVED.

Per *Saghalien*, str., for Hongkong from Shanghai.—Messrs. K. Sellim, Olsen, Falk and Newman. From Yokohama.—Mr. and Mrs. Maquiera and 4 children. Mr. Jawarmaltejonma. From Kobe.—Revs. Daridon and Ferrand, Messrs. Takahashi and Yasutani. For Saigon from Shanghai.—Mrs. Vela, Mr. and Mrs. Payan. For Singapore from Yokohama.—Col. Chard. Mr. Futaki. From Kobe.—Messrs. Yano, Sugo, and H. Tozawuro. From Nagasaki.—Miss O. Sei, Mrs. Kusano. For Marseilles from Shanghai.—Messrs. Morel, Haas, and Marquand. From Yokohama.—Mr. and Mrs. de Garcia, Mrs. Audoyer and son, Messrs. Jean Genny and Chiron. From Nagasaki.—Mr. de Franco.

Per *Oxus*, str., for Hongkong from Marseilles.—Mrs. Rouse, Messrs. Bonny, Janou, Michelot, Pangerat. From Singapore.—Mrs. Wheeler, Mrs. Foong Kew, Miss de la Hera, Messrs. Ono and Poen Ahoo. For Shanghai from Marseilles.—Messrs. Schader, Bernardi, Ciffriano, Ross. From Singapore.—Mr. and Mrs. Moosa and 3 children. For Yokohama from Marseilles.—Mr. and Mrs. Colagan, Mr. and Mrs. Abeilla, Mr. Guignard. From Port Said.—Mr. Schmid. From Singapore.—Mr. Carst. For

Nagasaki from Singapore.—Mrs. Okame-Ornesoo. For Kobe.—Mr. Arratoon.

Per *Rohilla*, str., for Hongkong from London.—Capt. Patton Bethune. From Brindisi.—Mr. and Mrs. J. Kuhn and 2 children, Lieut. Hon. H. Lee Dillon. From Singapore.—Messrs. Gray and M. Ryden. For Shanghai from London.—Mr. White. For Yokohama from London.—Mrs. Annal and child, Miss Watkins. From Brindisi.—Mr. J. T. Hamilton. From Ismailia.—Mr. E. G. Foot. From Singapore.—Major Helpman. For Nagasaki from Penang.—Mr. Nato.

Per *Ancona*, str., from Yokohama.—Messrs. P. W. Church, H. Wiechert, J. Paris, N. J. Pen Bosch, Marian Farrir, Tong Mow Tai, Yamamoto, and Imaizumi, Surgeon-Captain Beveridge, and Mrs. Way.

Per *Rosetta*, str., from Shanghai for Hongkong.—Miss Summers, Messrs. Buschmann and K. Matsumoto. For Adelaide.—Mr. A. S. Devenish. For London.—Messrs. W. Wilson and J. Smith.

Per *Guthrie*, str., for Hongkong from Sydney.—Mrs. Roach and infant, Mr. and Mrs. Young and 4 children, Mrs. Marsh, Mrs. Kee Cheong, Messrs. G. Butler, J. F. Duff, A. L. Hask. From Townsville.—Mr. Crane. From Thursday Island.—Miss Osnges, Messrs. Satow, See, Mahlonberg, Osara. From Port Darwin.—Mr. Mahoney. For Shanghai from Sydney.—Mr. E. H. Lynch. For Kobe from Melbourne.—Messrs. Power and Gillion. From Sydney.—Mr. Katizenstine, Dr. and Mrs. J. F. Elliot.

DEPARTED.

Per *Bayern*, str., from Shanghai for Genoa.—Mr. and Mrs. M. Rohde, Mr. H. Kessler. For London.—Mr. H. M. Mass. For Port Said.—Rev. Nichols. For Bremen.—Commanders Chen Ngen Foo and Lew Kwang Shan. From Yokohama for Genoa.—Dr. and Mrs. Grossmann. For Southampton.—Capts. R. Dowling and A. Keith, Mr. Th. Blacklock. For Bremen.—Mr. F. Kanow. From Nagasaki for Genoa.—Mr. H. Kelayama. From Amoy for Genoa.—Mrs. B. Haenstein and child. From Hongkong for Southampton.—Capt. and Mrs. de St. Croix, Messrs. J. W. Jones, J. G. M. Small, James McKillop, Robert Logan. For Bremen.—Capt. Nielsen, Messrs. H. P. Daysen, H. Henningson, A. Harson, H. Hansen, P. Wicken, J. Fock, H. Wellesen. For Genoa.—Messrs. R. Spanwath, H. Grosser and family, B. Vassen. For Singapore.—Mr. Nagata.

Per *Empress of Japan*, str., for Shanghai.—Miss Camp, Messrs. W. J. Blackhall, Chan, K. Stahlgren, Eumes, Mrs. Gillson. For Kobe.—Messrs. A. H. Rennie, K. Fukui, J. Onro, and B. Forster. For Yokohama.—Mr. and Mrs. E. Jones Hughes and 3 children, Mr. and Mrs. G. M. Bain, Miss Bain, Mr. and Mrs. F. A. de Carvalho, Messrs. J. G. Pangborn, W. H. Jackson, G. E. Street, H. F. Stevenson, A. Babbington, L. Rozario. For San Francisco.—Miss S. F. Mackie. For Brockville.—Mrs. A. H. Rennie. From Yokohama for London.—Messrs. C. L. Barrow and Fitzgerald.

Per *Saghalien*, str., from Hongkong for Saigon.—Mr. and Mrs. P. D. Prouchandy, Mr. Luis Tavares. For Singapore.—Mr. and Mrs. Lay, Mr. Khoo San Joo. For Marseilles.—Revs. P. Francisco Xavier da Cunha and Frere Augustine, Messrs. M. J. A. de Miranda, Joao C. do Oliveira, and J. A. Moraes. For Saigon from Shanghai.—Mrs. Vela, Mr. and Mrs. Payan. For Singapore from Yokohama.—Col. Chard, Mr. Futaki. From Kobe.—Messrs. Yano, Sugo, and H. Tozawuro. From Nagasaki.—Miss O. Sei, Mrs. Kusano. For Marseilles from Shanghai.—Messrs. Morel, Haas, and Marquand. From Yokohama.—Mr. and Mrs. de Garcia, Mrs. Audoyer and son, Messrs. Jean Genny and Chiron. From Nagasaki.—Mr. de Franco.

Per *Oxus*, str., for Hongkong from Shanghai.—Messrs. C. Skinner, J. Attias and child, W. C. Wickersham. For Nagasaki.—Mr. and Mrs. J. Kennedy and children, Mr. and Mrs. Bremner. For Kobe.—Messrs. W. P. Moore, J. T. Tuason. For Yokohama.—Messrs. W. Stuart Harrison, A. G. Corden, W. Drage, R. M. Ersintark. For Shanghai from Marseilles.—Messrs. Schader, Bernardi, Cyfrano, Ross. From Singapore.—Mr. and Mrs. Moosa and children. For Nagasaki from Singapore.—Messrs. Okama and Ornesoo. For Kobe from Singapore.—Mr. Arratoon. For Yokohama from Marseilles.—Mr. and Mrs. Colagan, Mr. and Mrs. Abeilla, Mr. Guignard. From Port Said.—Mr. Schmid. From Singapore.—Mr. Carst.